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USSR REPORT  
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## CONSUMER GOODS AND DOMESTIC TRADE

### LOCAL SOVIETS ROLE IN IMPROVING CONSUMER SECTOR

Moscow IZVESTIYA in Russian 7 Aug 79 p 1

#### [Editorial: "To Perfect Consumer Services"]

[Text] Each of us requires and makes use of consumer services. Accordingly, everyone is concerned that the service industry should function without interruption. This is reflected in the lists of desiderata presented by the electors to their deputies. And the local soviets are concerned that the sphere of services satisfies the demands placed on it.

There are many examples of the interest in this area: the Vladivostok city soviet decided to consult with the electors on what, in their opinion, needs to be done to improve consumer services. Hundreds of letters marked "your opinion" poured into the gorispolkom. The initiative displayed by the citizens' participation in the discussion of this important problem bore witness not only to its urgency, but also to the authority of the soviet. The people are convinced that their opinion will not only be heard, but will certainly be taken into account as well.

And that it was. A great many suggestions were considered at the city soviet meeting, and were put into practice. As a result, the situation has improved. New consumer service sites have been opened, while a number of those which were already in operation have moved to a new location at the request of the citizens and for their convenience.

The service sector is now going through an important period in its development. A great deal is being changed in it. The small consumer service establishments are becoming ever fewer, and large specialized associations more abundant. In the Lipetskaya Oblast, for example, such associations offer more than 500 kinds of services. Repair of household appliances, clocks, radio and television; furniture manufacture and repair; dry-cleaning; tailoring and garment-mending—are completely specialized. The production associations and specialized enterprises of Moldavia are serving the entire population of the republic by bringing their services to the outlying districts.

Providing consumer services to the rural population is a special problem. For a long time, a house of consumer services offering a selection of services, was considered the most convenient system for the rural area. However, one cannot build such a house in every village, and even to try to do so would mean scattering strength and resources. Another, more rational method, is to put the sector on an industrial footing, creating large specialized enterprises and associations as well as organizing an extensive system of complex receiving points which operate on the principle of accepting orders for practically all consumer services. Raising the level of concentration of production; using the latest equipment and advanced technology; increasing the skill level of the cadres; and finally, implementing a uniform technical policy and better organization of receiving and giving out the orders for consumer services, it is possible to markedly improve consumer services to the rural population.

Specialization by sector is an undoubtedly progressive matter. Nevertheless, it is not being developed uniformly; in some places it is proceeding at the necessary rate, but far too slowly in others. Whereas in the Russian Federation associations and firms are now fulfilling more than 75 percent of the volume of services, in a number of republics of Central Asia, for example, the indicator is far lower.

The Constitution of the USSR states that the state shows its concern for the family by means of organizing and perfecting consumer services. Attention to this sector is an important part of the state's concern for the family, and concern for the working woman. For the maximum benefit to themselves, to society, and to those near and dear, people have to spend not only work time, but also their free time, seeking these services. In this regard, the sphere of services has been summoned to their aid, and many of its enterprises are successfully coping with their mission.

But in the letters to our editors, there are quite a few signals of a different character: they write about the fact that factories for custom-fitted clothing frequently delay fulfilling their orders, or that this or that repairman is rude to his clients. Problems, both great and small, in consumer services are many. Where the local soviets and economic organs undertake to solve these problems jointly, where people at the head of the consumer services work with a sense of great responsibility, things are going well. The effectiveness of the sphere of services is increasing markedly wherever the soviet and its executive committee skillfully coordinate the resources and the efforts of the various organizations and departments, enlist the agricultural and industrial enterprises in construction and reconstruction of the domestic service establishments, and widely utilize the progressive experience which has been accumulated in this important sector.

The steady improvement of consumer services for the workers is one of the most important social tasks and has been given high priority by our party. Still greater opportunities for improving the work of consumer services are being discovered in connection with implementing the measures noted in the decree of the CPSU Central Committee and the USSR Council of Ministers, "On Improving the Planning and Intensifying the Influence of the Economic Machinery on Increasing the Effectiveness of Production and the Quality of Work."



The five-year plan for developing the national economy for 1976-1980 envisages increasing the volume of domestic services by a factor of 1.5, and in the rural areas by a factor of 1.7. The activity of the local soviets in developing consumer services will help to reach these goals successfully, and significantly improving the quality of services.

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CSO: 1823

## CONSUMER GOODS AND DOMESTIC TRADE

### RURAL TRADE SERVICES IN UZBEKISTAN IMPROVED

Moscow EKONOMICHESKAYA GAZETA in Russian No 36, Sep 79 p 17

[Article by M. Rakhmatov, economist, Tashkent: "There Are Reserves for Raising Effectiveness"]

[Text] Uzbekistan's cooperative workers are doing a great deal to improve trade services for the rural population. One of their most important concerns is that of building up the materials and equipment base. Nearly 2,000 stores with a total trade area of more than a quarter of a million square meters began operating during the years of the Ninth Five-Year Plan, and this figure will have increased by another 132,000 square meters by the end of the current five-year plan.

It is not just a matter of meters, of course. The rural cooperative workers are vigorously engaged in a program of comprehensive rationalization of trade and are improving the organization of commodity supply and converting the stores of the self-service system (12,000 stores, 84 percent of the total number within the republic's consumer cooperative system, are now operating by this progressive method). Some villages already have self-service department stores, which are little inferior to some city stores.

There are more and more large and technically well-equipped trade enterprises within the republic's consumer cooperative system. Furthermore, capital investments are not being channeled simply into new construction but are being applied mainly toward the reconstruction of existing facilities. We have set out on a course of consolidating the small stores, and there are still many of these within the consumer cooperative system.

Smaller cooperatives have also been consolidated, which is proving economically advantageous: Commodity turnover at the consolidated cooperatives has increased 1.7-fold and their labor productivity is 40 percent above that of the small cooperatives.

Uzbek cooperative workers attempt to adopt all of the latest and most progressive things--arranging goods for sale in small complexes, for example. This system was first applied at the Kuvinskiy Self-Service Department Store

in Ferganskaya Oblast. Under this system a customer can purchase a dress, a suit, slacks, a jacket, a coat and other items in her size, all within a single section.

Section markers designed by the TsINOTUR and manufactured by the Rakvere association in Estonia are also being successfully employed. They are economical and artistic and provide a good means by which the customers can find things in the store's large trade area.

The cooperative workers make an active study of consumer demand. There is a ramified network of assortment-control and correspondence points for this purpose, as well as teams created at stores and wholesale bases to study demand. Markets and consumer conferences are now providing them with a great deal of assistance in this matter.

Sociological studies have been performed in Moskovskiy Rayon, Andizhanskaya Oblast, and Urgutskiy Rayon, Samarkandskaya Oblast, to obtain consumer opinions and proposals with respect to improving trade services.

Last year the board of Tsentrosoyuz approved the innovations adopted by the Uzbek cooperative workers and recommended them for large-scale adoption. While giving due credit for what has been achieved, however, we could not fail to mention as well the fact that the cooperative workers have not yet fully utilized all of their reserves. There are many possibilities for increasing commodity turnover, for example. An "increment" of even ten rubles per square meter of trade area would produce an additional 10 million rubles per year.

Uzbek cooperative workers are doing a great deal to mechanize the labor-intensive jobs and are utilizing containers, although not yet in adequate quantities. Other means and devices are also needed. The demand is not being fully met for even the most simple refrigeration units for stores handling perishable items, and these are especially important in the hot climate.

We have to admit, unfortunately, that the equipment available to the cooperative workers is not always used efficiently. For example, almost three percent of the cash registers and almost a quarter of the units for packaging granular products stand idle. To a certain extent, this is due to the poor quality of the trade equipment and its unsatisfactory function. It is also sometimes the result of unskilled operation of that equipment.

We can see that the cooperative workers still have many reserves. Recommendations coming out of the All-Union Practical and Scientific Conference in Leningrad state that we must focus the competition of workers within the branch upon improving services for the rural population, especially during the season of large-scale field work, and that of the livestock raisers upon increasing procurements of agricultural products, expanding trade by commission, making better use of local raw and processed materials for producing additional goods, and further developing all areas of work within the consumer cooperative system.

Naturally, of course, Uzbek cooperative workers still have a great deal to accomplish with respect to better providing the consumers with new goods. The decree passed by the CPSU Central Committee and the USSR Council of Ministers, "On Improving Planning and Increasing the Influence of Management Upon Production Effectiveness and Work Quality," after all, names the task of increasing the output of new consumer goods as a priority task for the immediate future.

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## CONSUMER GOODS AND DOMESTIC TRADE

### CONSUMER COOPERATIVES WORK TO IMPROVE RURAL SITUATION

Kishinev SOVETSKAYA MOLDAVIYA in Russian 7 Jul 79 p 3

[Article by V. Vyshku, chairman of the board, Moldavpotrebsoyuz: "In the Interests of the Workers"]

[Exerpts] Consumers' cooperatives in Moldavia today are examples of the realization of Lenin's tenets on cooperation, and of actively enlisting the workers for the leadership of economic and social life. This is a massive socioeconomic organization which unites the 1,740,000 members of the cooperatives—the workers of the rural area—who are bringing about commercial services to 73 percent of the population of the republic.

The growth of the material well-being of the rural population is vividly reflected in cooperative goods turnover, which has already passed a billion and will reach 1,337,600,000 rubles this year. Additionally, turnover on sales of agricultural products amounts to 33,000,000 rubles.

Great changes are also taking place in the structure of the goods turnover. Sales of non-food items and especially recreational and household goods are growing at greater rates in the rural area. For three years of the Tenth Five Year Plan, as compared with 1975, the average annual volume of sales has increased 23.8 percent for furniture, 50.4 percent for rugs and floor coverings, 26.3 percent for sporting goods, 16.7 percent for refrigerators, 19.8 percent for television sets, and 69.1 percent for pianos.

Advanced forms of operation are being introduced in rural trade more and more, especially self-service. Today the proportion of merchandise sold by this method amounts to 77.8 percent. In food stores, trade has been organized in certain attendant household items as well. Cafeterias are in operation in department stores and trade centers, services have been organized for cutting out clothing patterns, and watch repair and other services are offered.

Public catering is growing year by year and has become an important part of domestic trade; it is becoming popular and convenient for rural residents also. Today the cooperatives have an extensive system of high-quality and comfortable dining halls, cafes and restaurants. The 2,200 enterprises are capable of



simultaneously serving 102,000 persons. The assortment of dishes at delicatessens and confectionaries is growing as well. Actual production over the three years has increased by 21.6 percent, which is greater than that called for in the Tenth Five Year Plan.

The first obligation of the cooperatives has always been and continues to be providing commercial services to the rural workers in the field and on the farms.

On these hot days, as the harvesting of grain has commenced everywhere, the efforts of the rural trade and public catering workers are directed toward providing the equipment operators with nourishment, kvass, water and all of their necessities right in the field. It is a matter of honor to all the workers in the consumers' cooperatives, to do everything possible to assist the equipment operators in gathering the harvest of grain in the shortest possible time and with no losses.

The consumers' cooperatives in the republic are constantly expanding and perfecting their procurement and production activities and have increased their activities among the rural population in development of private subsidiary farms, which has promoted the growth of purchases of surplus agricultural products in order to more fully satisfy the needs of the rural and urban citizens as well.

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## CONSUMER GOODS AND DOMESTIC TRADE

### WHOLESALE PRICES TO REMAIN STABLE

Moscow IZVESTIYA in Russian 24 Aug 79 p 3

[Article under the rubric, Economic Advice from IZVESTIYA: "Stability of Wholesale Prices"]

[Text] The measures which have been adopted by the party and the government on further perfecting the economic machinery have drawn approval and support from the working collectives. The editors have introduced a new section (See No 189), in which leading specialists at gosplan, gossnab, goskomtruda USSR [State Committee for Labor and Social Problems] and other departments, and scientists, reply to questions from readers.

One of the most important directions for perfecting the economic machinery and for strengthening the influence of economic levers on production and its results is—changing the operating procedure of the use of wholesale prices in planning the cost-accounting activities of associations and enterprises in evaluating the results of their work. Now, the wholesale prices for industrial production, as well as the costs budgeted for capital construction and tariffs for freight transfer, will remain stable for the entire period of the five-year plan. This is a principally new procedure, and it will be employed for the first time in the history of national economic planning in our country.

At first glance this is hard to achieve. After all, the main function of the wholesale price under socialism is accounting (or planned accounting), and of itself the price represents a monetary expression of the cost of a unit of goods. And consequently, the more fully the price reflects the socially-necessary labor expended in the manufacture of a product, the more reliably it reflects commensurability of costs and the more it can be used to evaluate the efficacy of the labor of the working collectives. And this is indeed so. The new methods of management do not in any way reduce the significance of the function of wholesale prices. Keeping them stable for the period of the five-year plan, on the one hand, does not reduce the economic self-interest of the associations and enterprises in reduction of handling and production expenses. On the contrary: it increases, inasmuch as stability will promote

the growth of profits and the soundness of the financial situation. On the other hand, the role of financial methods of regulating the profitability of production increases in cases of profit growth for reasons which do not depend on the activity of the collectives at the enterprises. Thus, the new economic methods of management envisage expanding the practice of using fixed payments for the high-profitability types of industrial production which are manufactured over a long period of time. For example, an enterprise produces electric motors, with a wholesale price per unit of 300 rubles at a manufacturing cost of 225 rubles, and a profit amounting to 75 rubles. No matter how output is changed over the period of the five-year plan, the wholesale price will always be the same. But the profit grows in accordance with the growth of production, and reduction of costs per unit of manufacture. Therefore, by the end of the five-year plan, the enterprise will have greater profits for the manufacture of that very same electric motor than in the first year of manufacture. However, the national economy does not need just any electric motor; it needs one with higher technical-economic parameters. Therefore, those qualitative characteristics which formerly met the needs of the economy may no longer fully correspond with increasing requirements by the end of the five-year plan. In such cases, it is necessary to exert an economic influence on the manufacturing plant with the aim of improving the quality of the motors, and replacing them with new, more advanced types. But how to do this, if by virtue of reduction of manufacturing costs the profit has risen from 75 to 100 rubles per unit, but the planned output of the new-type motor promises per-unit profit approximately at the average for the enterprise, but less than 100 rubles? Here in such cases, economists have in mind utilizing fixed payments (or other financial methods) to help partially withdrawing from the enterprise the profit on the old motor, calculating thereby to make their manufacture less advantageous than manufacture of the new production. In all of these cases the amount of profit retained by the plant will be regulated and a stable wholesale price and all the indicators connected with it will be preserved.

In the self-financing activity of associations and enterprises, stability of wholesale prices increases the role of the indicator which characterizes reduction of manufacturing costs. Therefore, with the new methods of management, it is envisaged that in conditions of stability of wholesale prices for the period of the five-year plan, the indicator will be more widely used in the form of a task to reduce manufacturing costs. Consequently, implementing a policy of stability of wholesale prices will be carried out in conjunction with perfecting the use of other economic levers and stimulants.

Principally new conditions are being created for the consumer of the product. Putting into practice the principle of not changing prices over a five-year period assures the consumer of the stability of planning and accounting indicators, which are independent of the relationship formed at the producer between manufacturing cost and profits. Formerly, with an increase in the level of profitability of manufacture as a result of reduced production costs, the price-fixing organs would as a rule reduce the prices in effect. This led to a state of imbalance between the volume and cost indicators of production and made the financial position of the enterprise worse. Now such a contradiction is excluded.

Stable wholesale prices for the five-year plan will promote the stability of all cost indicators. This is also corroborated by the fact that now the enterprises and their marketing organizations will themselves carry out the preliminary work with their consumers and suppliers in determining the range of goods (assortment) to be produced, for concluding economic agreements. And this will, in turn, lead to improvement in working up the natural structure of the production program, and the validity of utilizing wholesale prices on different types of articles and, as a result, determining the cost expressions of the entire production plan and the volume of production realized.

The wholesale price and the condition of production output are the determining factors for computing the volume of production realized. Stable wholesale prices will also permit correctly evaluating the efforts of the working collectives toward increasing output of production of the highest category of quality.

The new methods of management also envisage use of incentive increases to the wholesale prices for new high-efficiency production of industrial-technical significance which by its parameters corresponds to the highest domestic and foreign standards. These increases depend on the annual economic results, and upon the manufacture and use of the referenced production. They are established for a period of from one to two years depending on the complexity of production. If during this period an article is awarded the Mark of Quality, then the effective period of the increase to the wholesale price will be extended up to five years without changing its amount. At the same time, discounts from the wholesale price of articles will be utilized, on a scale of 50 percent of the amount of the profit from their sale. This concerns the production of the second category of quality and for articles which are not certified for a certain period. If the second-category products are not withdrawn from production in a set period, the discount from the wholesale price is increased to the entire amount of the profit.

Increases and discounts will not affect the implementation of the principle of stability of wholesale prices in a five-year plan, inasmuch as the amounts of the increases and discounts are not considered in the production plans and confirmed by cost indicators, but an evaluation of their execution will be conducted in consideration of their activity. Practically speaking, this means that any increase in the qualitative parameters of manufacture will be doubly stimulated: through increases to the price and by means of increasing the volume cost indicators of plan fulfillment.

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## CONSUMER GOODS AND DOMESTIC TRADE

### DEVELOPMENT OF FURNITURE INDUSTRY STRESSED

Moscow EKONOMICHESKAYA GAZETA in Russian No 36, Sep 79 pp 1-2

[Article: "The Furniture Industry"]

[Text] The "Main Areas of Development for the National Economy of the USSR for 1976-1980" adopted at the 25th party congress call for "increasing furniture production by 1.4- to 1.5-fold." This task, closely linked with the continued improvement of the Soviet people's welfare, is being carried out. The growth in furniture production for the years 1976-1978 and the current year meets the assignments set by the five-year plan. As shown by the following figures, furniture production will be 27 percent greater in 1979 than in 1975. Using the 1975 figures as 100 percent, the following increases have been achieved in furniture production: 1976--6 percent; 1977--13 percent; 1978--10 percent; 1979--27 percent. The assortment is also being expanded and the quality, comfort and appearance of furniture improved.

Furniture is produced by associations and enterprises of 36 branch ministries and departments. The USSR Ministry of Timber and Wood Processing Industry occupies a leading place among them. Enterprises of this branch produce 79 percent of all the furniture manufactured in the nation. The furniture is manufactured at more than 300 large specialized enterprises, which employ more than 425,000 people.

During the first three years of the five-year plan more than 400 million rubles was invested in the reconstruction of existing enterprises and the construction of new enterprises under the USSR Ministry of Timber and Processing Industry, far more than during the same period of the Ninth Five-Year Plan. New furniture manufacturing capacities worth 745 million rubles (at comparable prices) were placed into operation in 1976-1978. The technical re-equipment and expansion of a number of large enterprises and the construction of new ones was completed last year. These include the Moscow Furniture Assembly Combine No. 1, the Ust'-Kamenogorsk, Raychikhinsk, Stavropol' and Bel'tsy furniture factories, the Leningrad "Neva" No. 2 and Mukachevo combines and the Brovary Wood Processing Combine. Production capacities at the Syktykvar Furniture Factory have been greatly increased. It is the duty of the labor collectives at the enterprises to bring production up to rated capacity rapidly.



A considerable amount of work has been performed at furniture enterprises since the beginning of the five-year plan to raise the technological level of production, to mechanize and automate production processes and to renew the equipment pool. More than 320 automatic and semi-automatic lines and 630 units of specialized equipment were installed during the first three years. More than 60 kilometers of roller conveyors were built for transporting parts within shops.

Technological progress has been accompanied by the adoption of high-quality and economical new materials in furniture production. Mass production of shaped plastic materials has been mastered in recent years, for example. Shaped parts of polyurethane foam are increasingly being used instead of natural, planed wood in the manufacture of upholstered furniture. The perfection of this technology is making it possible to switch to the delivery of unassembled furniture (without preliminary assembly), which reduces transportation costs and is convenient for trade and for the consumers.

The branch is pursuing a course of production concentration. The average volume of output produced by a single enterprise has increased greatly. The majority of enterprises have now been specialized in the manufacture of certain articles or groups of similar articles. Technological specialization is being implemented at the same time. This involves the creation of combines for the production of furniture parts and finishing and assembly enterprises. All of this is making it possible to raise production effectiveness and improve the quality of the work.

By mobilizing internal reserves in the mass competition for successful fulfillment of the five-year plan, furniture industry workers of the USSR Timber and Wood Processing Industry produced almost 11 billion rubles worth of articles (in comparable prices) in 1976-78, exceeding the plan assignment. Total furniture production for the Ministry's enterprises was 20.7 percent greater last year than in 1975. This included an increase of 81 percent in children's furniture, 79 percent in the production of furniture sets and a 30 percent increase in the production of kitchen furniture.

Furniture quality is also improving. While only 3.3 percent of the furniture produced in 1975 for the state Emblem of Quality, the figure has risen to more than 20 percent this year. The following figures show the percentages of furniture bearing the state Emblem of Quality out of the total furniture production for the USSR Ministry of Timber and Wood Processing Industry since 1975: 1975--3.3 percent; 1976--6.8 percent; 1977--11.3 percent; 1978--16.9 percent; 1979 (plan)--20.1 percent.

Fulfilling their plan assignments for the first seven months of 1979, furniture industry enterprises of the USSR Ministry of Timber and Wood Processing Industry increased production volume by 5 percent, compared with the same period last year. The highest growths of output and the highest average branch rates of growth were achieved by the furniture manufacturers of Armenia, Moldavia, Lithuania, Uzbekistan, Georgia and Belorussia.

Additional reserves must be activated during the remaining months of this year in order to increase output and fulfill the socialist commitment accepted with respect to assortment renewal and deliveries of furniture bearing the state Emblem of Quality. The outstanding enterprises are setting the pace in the competition.

#### Operate Without Laggards

Workers, engineering and technical personnel of the "Ivanovmebel'" Association (I.V. Kondryukov, general director) are increasing their output of quality products. They produced 10 percent more furniture than during the same period last year, exceeding the seven-month assignment.

The collective at the "Chernomorets" Combine in Novorossisk (E.V. Trofimenko, director) were recently given an honored and important assignment, that of mastering the production of furniture for preschool establishments. They coped well with this job. Production output has increased by 8.5 percent during the first seven months of this year. The clients have received an additional 600,000 rubles worth of furniture.

Around 85 percent of the furniture produced at the Tiraspol' Factory No. 4 (O.A. Blyumental', director) has been certified for the highest category. The factory has been awarded the Certificate of the AUCCTU and the USSR Gosstandart. The enterprise sets a good example of smooth operation, scientific organization of labor and production control. Since the beginning of this year its collective has increased production output by 13 percent.

Moscow's Furniture Assembly Combine No. 1 (I.S. Khvostov, director) is among the best enterprises in the branch. It has undergone reconstruction, making it one of the largest in Europe. The combine has been awarded the title "Enterprise of High Production Standards." The Moscow furniture manufacturers have exceeded the seven-month assignment by 1.2 million rubles worth of output and are continuing to build up their production tempo.

More than ten years ago the "Kaunobaldai" Association in Kaunas (S.V. Artsishkyavichus, general director) became one of the first to begin delivering unassembled furniture. As much as half of its entire output is now stamped with the state Emblem of Quality. By making creative use of production reserves the workers of this association have increased furniture output by 9 percent during the past seven months, compared with the same period of last year.

The initiative advanced by the Rostov workers, "Operate Without Laggards," deserves extensive dissemination. The collective at the Rostov Mirror and Accessories Combine of the All-Union "Yugmebel'" Industrial Association was one of the first seriously to engage in the competition with this slogan. Mutual assistance has been set up there among shops, sections and shifts for the fulfillment of commitments. Socialist pacts have been concluded with subcontracting enterprises--the Saratov Industrial Glass Plant, the Krasnodar Mirror and Accessories Combine, the Taganrog Furniture Combine and the Rostov Furniture Association imeni Uritskiy.

A certain amount of experience in competing to operate without laggards has also been acquired in the "Druzhba" Association in Maykop and a number of furniture collectives in Belorussia and Moldavia and in the "Tsentrmebel" VPO [All-Union Production Association].

Not all of the republic ministries of timber and wood processing industry or the All-Union industrial associations are coping with the five-year plan assignments for furniture production, however. The following have fallen behind in deliveries: "Soyuzmebel'" (V.S. Fedorov, chief of the VPO), "Soyuzlesdrev" (N.T. Starovoytov, chief of the VPO), "Sevzapmebel'" (A.I. Chudovskiy, chief of the VPO), the "Voronezhmebel'" Production Association (K.I. Gaydukov, general director) and "Irkutsklesprom" (V.V. Sakharov, general director).

#### In Light of the New Tasks

One serious deficiency is the fact that a number of enterprises are not fulfilling furniture delivery plans with respect to assortment and under agreements with trade organizations. As the decree passed by the CPSU Central Committee and the USSR Council of Ministers, "On Improving Planning and Increasing the Influence of Management Upon Production Effectiveness and Work Quality," points out, evaluation of the results of the economic performance of production associations (and enterprises), as well as their economic incentives, are based primarily upon their fulfillment of plans for deliveries of technical production products and consumer goods by list (assortment) and dates specified in agreements (or orders).

The following figures show the percentages of new models of furniture in the total output for the USSR Ministry of Timber and Wood Processing Industry since 1975: 1975--15.1 percent; 1976--16.6 percent; 1977--19.9 percent; 1978--20.7 percent; 1979 (plan)--21.3 percent.

An analysis of the work of lagging enterprises shows that nonfulfillment of plan assignments is mainly due to deterioration of the search for new reserves, including the efficient use of lumber. Workers of the Azerbaydzhan SSR Ministry of Timber and Wood Processing Industry complain that they are not receiving enough raw materials from the Urals to manufacture shipboard, the main structural material used in furniture production.

At the same time, available local resources are not being adequately utilized, and only 67 percent of the designated selling area is being used. The furniture industry there could meet all its needs with industrial raw material procured within the republic, without any harmful environmental impact.

Gypboard panels and veneer are cut out in a wasteful manner at many enterprises. A low coefficient of production regularity necessitates last-minute, all-out efforts, and ordinarily results in a lower-quality product. Improvement is

needed in the organizational work of the USSR Ministry of Timber and Wood Processing Industry and the "Soyuzmebel'" and "Tsentrmebel'" All-Union associations with respect to disseminating the experience of the outstanding enterprises.

In light of Party and Government decisions on improving the management machinery, normative management must be put into order at the enterprises. This is an important factor for raising production effectiveness. Large tasks lie ahead for the enterprises of associations and republic ministries. The USSR Ministry of Timber and Wood Processing Industry should even now organize preparations for converting to the new methods of planning and appraising the work of the labor collectives, taking existing experience into account.

The results of recent wholesale furniture markets have shown that orders from trade organizations for new models of furniture are being met more completely than before. It is planned in the near future to switch to the concluding of five-year agreements among trade organizations and industrial associations. This will become the basis for renewing the assortment and improving the finish and appearance of furniture.

#### The Score for Related Branches

The furniture manufacturers have a right to expect a great deal of assistance from related industrial branches. For example, the Moscow Combine No. 1 produces the "Voskhod," a set of attractive and comfortable furniture. It is presently not able to satisfy orders from trade, however, mainly because it does not receive enough shaped glass from enterprises of the USSR Ministry of Construction Materials Industry.

Many other articles enjoying great demand are still produced in limited quantities because the furniture industry's requirements for such materials as thin-walled, electric-welded pipes, porolon, paper-thin (bumazhno-sloistyy) plastic and certain others are being only partially met. For example, the Ministry of Chemical Industry has still not mastered the production of polyurethane foam with a simple polyester base used in the manufacture of upholstered furniture. The Ministry of Pulp and Paper Industry is not fulfilling its assignment for the delivery of paper used in the production of synthetic veneer. Foam latex articles produced by enterprises of the USSR Ministry of Petroleum Refining and Petrochemical Industry do not meet the furniture industry's requirements in a number of technological respects. The same applies to the quality of upholstery materials, which deteriorate the appearance of upholstered furniture.

A number of sets of highly productive equipment have been created in cooperation with the machine-tool builders. This experience should be promoted extensively. During the first three years of the five-year plan, the Ministry of Machine Tool



and Tool Building Industry fell behind by 247 automatic lines and 119 specialized machine tools. The production of fabric printing equipment and a number of lines for grinding and polishing varnished and painted surfaces was dragged out unjustifiably.

The achievement of an increase in furniture production depends greatly on the construction of new enterprises and the reconstruction and expansion of existing ones. The 1976-78 plan for capacity start-up was not fulfilled due to poor work on the part of subcontracting organizations. The USSR Ministry of Industrial Construction, specifically, prevented the scheduled start-up of facilities at the Gomel' Wood Processing Combine and the Brest and Irkutsk furniture factories, and the USSR Ministry of Construction delayed the start-up of facilities of the Lesozavodsk Furniture Combine.

The 1979 capital construction plan for the branch includes the start-up of capacities not completed last year. The funds allocated and the ceilings fixed for subcontracted work are adequate for the completion of this assignment.

The pressure is still on at a number of projects in the critical stage, however. For example, the USSR Ministry of Construction has fallen behind in construction and installation work at the Novosibirsk Factory and the Ul'yanovsk Combine; the USSR Ministry of Industrial Construction, at the Irkutsk Furniture Factory; and the USSR Ministry of Construction of Heavy Industry Enterprises, at the Amur Timber and Wood Processing Combine. Additional personnel have now been added to the construction detachments at start-up projects. It is now a matter of organizing the work properly and setting up an uninterrupted supply of materials and equipment.

Due to the improved circumstances of the workers, the demand for quality furniture has increased in recent years. This fact of life demands that a new approach be taken to problems of assortment renewal and that mass production be combined with diversification of the structural designs and esthetics of articles. We can no longer be satisfied with the existing organization of the production of furniture sets for apartments and rooms.

Firm stores have been opened in Moscow, Alma Ata, Pavlodar and other cities to assist customers with the selection of furniture and other items for decorating their apartments according to the tastes and demands of the Soviet people. Party and Government decisions on improving management call for the development of a network of firm stores to improve the quality of consumer goods and to expand the assortment.

Mass competition for the successful completion of five-year plan assignments is heating up in the furniture industry's labor collectives. They are adding to their experience in raising production effectiveness and improving the quality of their work. The universal dissemination of valuable initiatives and undertakings by the progressive workers constitutes an extremely important task.



## TRANSPORTATION

### MARITIME FLEET PREPARATIONS FOR 1980 OLYMPICS

Moscow MORSKOY FLOT in Russian No 9, 1979 signed to press 30 Aug 79 pp 1-2

[Article: "The Maritime Fleet for the 1980 Olympics"]

[Text] The right to hold the 1980 22nd Olympic Games was awarded to the capital of our country, the hero-city of Moscow, at the 75th meeting of the International Olympic Committee, held in October 1974.

The Olympic Games will be held in our country for the first time in the history of the sports movement. This is not only a high honor but also recognition of the outstanding success of Soviet sportsmen in the world arena.

"The USSR supports and will support the modern Olympic movement," noted the General Secretary of the CPSU Central Committee, Chairman of the Presidium of the USSR Supreme Soviet Comrade L. I. Brezhnev. "The Soviet people are now preparing for the 1980 Moscow Olympics and will do everything to see that they are carried out at a high level and have given new impetus to the noble ideas of friendship and peace." And actually, the Olympics is not only sports competitions. These are a broad opportunity for direct communication of the representatives of different political views of most of the countries of the world.

An important and responsible task has been posed to the maritime fleet--to provide shipment by sea of tens of thousands of tourists, official personnel, journalists and other guests and participants of the 1980 Olympics from Europe, America, Africa and also from Australia and New Zealand to the Soviet Union. The All-Union Association Morpasflot has been designated the general maritime carrier.

More than 20 modern passenger liners will be allocated for Olympics transport. Most of them are well known to foreign tourists. These are the "Aleksandr Pushkin" and "Mikhail Lermontov" of the Baltic Shipping Company, the "Belorussiya," "Azerbaijan," "Ukraina," "Bashkiriya," "Kazakhstan," "Gruziya," "Latviya," and others of the Black Sea Shipping Company, the "Baykal," "Khabarovsk," "Mariya Ul'yanova," "Priamur'ye" and "Mariya Savina" of the

Far Eastern Shipping Company, the "Alla Tarasova" and "Mariya Yermolova" of the Murmansk Shipping Company, the "Tallin" and "Georgi Ots" of the Estonian Shipping Company and the "Antonina Mezhdanova" of the Northern Shipping Company.

Moreover, foreign tourists will be given the opportunity of travelling to the USSR on such first-class motor ships of the Soviet Danube Shipping Company as the "Ayvazovskiy," "Dnepr," "Volga" and so on and also on those Soviet vessels which will be registered at that time to foreign companies.

The ports of Leningrad, Tallin, Riga, Yalta, Odessa, Ismail and Nakhodka have been designated to receive the passenger liners. At the same time, thousands of tourists and guests of the Olympics will be able to visit many other ports of the Black Sea, Baltic and so on.

The port workers are carefully preparing to serve the guests of the Olympics. The moorings and marine terminals are being repaired and the areas adjacent to them are being developed. The furniture in the passenger rooms is being replaced and their appointments and technical equipping are being renewed.

Extensive work is being carried out to prepare the passenger vessels: their repair schedules and order of equipping them with material-technical supplies and provisions have been confirmed.

Special attention is being devoted to training of personnel: special courses for raising the qualifications of the maintenance personnel of ships, terminals and workers of the departments and services of the shipping companies have been organized at the shipping companies. Programs for teaching foreign languages at academic institutions and also at central courses for improving the qualifications of workers of the passenger services contain special sections devoted to the Olympics.

Information and advertising propaganda of the 22nd Olympics is being uniformly and purposefully carried out on all vessels of the maritime fleet. The shipping companies have at their disposal lectures on the topic "Moscow--the capital of the 1980 Olympics," tape recordings in different foreign languages, movies and slides devoted to Soviet sport.

Advertising materials about the Soviet maritime fleet are published systematically on the pages of the magazines OLIMPIYSKAYA PANORAMA and OLIMPIADA-80, which are published in five main languages and are distributed in many countries of the world.

A modern building of the marine terminal has already been constructed and become operational at Tallin, where the sailing regatta of the 22nd Olympics will be held. Everything necessary for a temporary visit has been provided here: a bar, a money-exchange office and kiosks in which souvenirs, books, booklets, newspapers and magazines can be acquired. The large building makes it possible to pass through customs quickly and to handle more than 500 passengers per hour.

Extensive work is being carried out in the port to reconstruct the mooring lines, development of the terminal area and repair of the port fleet.

The collectives of the Estonian Shipping Company are faced not only with servicing a large number of guests going to Moscow, Minsk, Kiev and other cities, but also of performing extensive work with regard to the fact that several large passenger liners will be at Tallin simultaneously, part of which will be used as hotels.

Moreover, special trips around the Gulf of Tallin must be organized which will permit tens of thousands of people to enjoy the wonderful spectacle of the sailing regatta. Ships will be specially allocated for this purpose, including three launches of the "Aleksandr Grin" class and two of the "Raduga" class. All operations on preparation for Olympic transport and service of personnel visiting the Olympic Games will be coordinated at the Ministry of the Maritime Fleet by the Committee for Assistance to the Organizing Committee of the 1980 Olympics.

Training staffs for the Olympics have been created at the shipping companies and plans of organizing and technical measures have been worked out. The most important means capable of supporting this important work is the organized socialist competition among seamen of the passenger fleet for the right to participate in Olympic transport.

An agreement signed between the V/O [All-Union Association] Morpasflot and the Organizing Committee of the 1980 Olympics on designation of the association as the general maritime carrier of the Olympic Games permits the Ministry of the Maritime Fleet to utilize the symbols and emblems of the 22nd Olympic Games for advertising purposes. Inscriptions "General Carrier of the 22nd Olympic Games" will be placed on passenger vessels and a special pennant will be hung on the masts.

Preliminary disposition of the ships by lines and directions has already been carried out according to the schedule of arrival of foreign guests to the Olympics. Negotiations have been conducted with representatives of a number of national Olympic committees on this problem.

The Olympics will present great opportunities for showing the cultural achievements of our nation--the organizer of the games. This obligates us to carry out an extensive cultural program which will include concerts by the leading artists of the opera society and ballet, the stage and people's art.

The mass cultural measures prepared through the efforts of the seamen will be a noticeable part of the cultural program of the Olympics.

To provide a high level of Olympic transport is the honorable and responsible task of maritime fleet workers.

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## TRANSPORTATION

### OPERATIONS OF INTERNATIONAL SHIPPING ENTERPRISE INTERLIKHTER TO FOREIGN PORTS

Moscow MORSKOY FLOT in Russian No 9, 1979 signed to press 30 Aug 79 pp 8-9

[Article by P. Pervov, Department Chief of GKHO Yuzhflot]

[Text] The International Economic Shipping Enterprise (MKhSP) Interlikhter announced the beginning of its operation to Indian and Pakistani ports in September 1978. Formed by Bulgaria, Hungary, the USSR and the CSSR for purposes of expanding non-transshipping transport of cargo of countries of the Danube Basin by direct introduction of progressive shipment technology using the lighter carrier system, it became a new step in development of a complex program for further extension and improvement of socialist economic integration in water transport.

The creation of Interlikhter was caused by the annual increase in the volumes of cargo shipments. Ships of an essentially new class--lighter carriers, which have achieved appreciable development during the past decade in the river basins of various regions of the world, were selected for transporting them.

The activity of the enterprise is accomplished on the principles of cost-accounting with regulated fund circulated by equal fractional contributions. The manager of the Interlikhter body is a council consisting of plenipotentiary representatives of the participating countries. Current economic activity is accomplished by the executive body--the General Directorate.

When selecting the region of operation during the beginning period, Interlikhter consulted with foreign trade transport and freight organizations of the participating countries and also with individual, larger forwarding companies and cargo handlers of Austria, West Germany and Yugoslavia.

The first unit of a specialized lighter service base has been constructed at the mouth of the Danube in the region of Zhebriyanskaya Bay. Organizational, commercial, engineering and operational problems of the first voyage of the lighter carrier Julius Fuchik, which departed on 10 December 1978 with a full complement (26) of lighters containing cargo of the Danube countries, were developed.



For a timely beginning of work of the lighter carrier system, the Soviet Danube Shipping Company conducted investigations within a short deadline, related to putting the first unit of the specialized lighter carrier and lighter receiving and maintenance base into operation.

The first voyage of the lighter carrier confirmed the main advantages of the system. With the large accumulation of ships at Bombay and Karachi awaiting mooring for unloading, the lighter carrier removed the lighters in both ports without delay, performing cargo operations within exceptionally compressed deadlines. The cargo was delivered in complete preservation without any comments.

It should be noted that the lighters were loaded during the first voyage mainly at ports of the Danube countries and only a small part of the cargo was loaded at the mouth due to the low water levels in the medium and upper sections of the Danube.

The first five voyages of the lighter carrier to Bombay and Karachi ports were made with complete loading by a complement of 26 lighters. The cargo handlers began to present cargo, beginning with the third voyage when eight lighters had been received, in the opposite direction for the Danube countries and to the USSR, which comprised 31 percent of the load and they presented 12 lighters during the fourth voyage which comprised 46 percent of the load. The average time of a complete voyage during the first five voyages on the Danube-Bombay-Karachi-Danube line comprised 32 days (which now exceeds the calculated time by 4 days).

Some deficiencies revealed during the first voyages have already been eliminated. The most important advantages have mainly been confirmed. The lighter carrier system permits realization of one of the main trends of marine transport--to carry out shipments in large standardized units which considerably reduces the delivery time of cargo to customers, providing in this case maximum preservation of it.

Moreover, this system permits loading and unloading of lighters at shallow-water moorings and significantly reduces the laborious operations on cargo handling.

Approximately 100,000 tons of various cargo has been shipped on 159 lighters during five voyages. The first lighter carrier system on the Danube is operating.

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## TRANSPORTATION

### MEETING OF COUNCIL OF SOVIET AND BULGARIAN INTERMORPUT' COMPANY

Moscow MORSKOY FLOT in Russian No 9, 1979 signed to press 30 Aug 79 pp 8-9

[Article by M. Vasil'yev]

[Text] The first meeting of the Council of the Bulgarian-Soviet Company Intermorput' was held at Odessa. The chief of the Black Sea Shipping Company S. Luk'yanchenko greeted the participants of the meeting.

The participants of the meeting included the chairman of the V/O [All-Union Association] Sovsudopod', G. Leont'yev, the chief of the Marine Route Administration of ChMP [Black Sea Shipping Company] B. Zakharyan, the chief of the expeditionary detachment of ASPTR [expansion unknown] of ChMP L. Kil'chevskiy, the General Director of the Cost-Accounting Association Vodnyy Transport of the Bulgarian Peoples Republic N. Iliyev, the General Director of the Cost-Accounting Association Transstroy of the Bulgarian Peoples Republic K. Gebov, the chief of administration on maintenance of marine routes and port basins of the Bulgarian Peoples Republic A. Premyanov and other marine specialists of the two fraternal countries.

G. Leont'yev was elected the chairman of the Intermorput' Council and A. Premyanov was elected deputy chairman. The chief of the department of management on maintenance of marine routes and port basins of the Peoples Republic of Bulgaria L. Sapundzhiyev was unanimously confirmed as secretary of the council.

The council considered problems of its own activity, confirmed the operating plan for the next 2 years and considered the draft of the operating program up to 1990. An announcement of the second meeting of the council, which it is planned to hold in the Bulgarian city of Varna, was agreed upon.

The creation of Intermorput' is completion of a specific step of joint efforts of seafarers and rescue workers of the Soviet Union and the Peoples Republic of Bulgaria. The thrust for activation of their cooperation was construction and reconstruction of Varna ports--Zapad and Burgas. The Soviet suction dredges "Khersones" and "Azovskoye More" and the bucket dredges "Pyatiletka," "Il'ichevsk," "Rion," "Kuban'-2," "Frunze," "Rodina" and "Chapayev" operated

here for many years. The crews of these vessels cleaned the port water basins, drove access canals and excavated and hauled away a large amount of soil. A large group of Bulgarian workers of the technical fleet attended school on the Soviet suction dredges and bucket dredges.

Long friendship links the Bulgarian and Soviet seamen and rescue specialists. They have participated in many joint operations. Each year the seamen-rescue specialists of both countries hold joint exercises to assist vessels in distress, ship floating operations and underwater ship repair.

The Bulgarian and Soviet seamen and rescue specialists also worked together previously. The work will now be clearer and more stable, more flexible and more promising. Let us dwell on some of the planned measures. Intermorput' plans to implement them during the next 2 years.

The means of navigation protection of the Bulgarian coast of the Black Sea will be improved and the design of radar equipment of the sea route more. More-Varna Port-Zapad has been developed and confirmed. Joint applications for bottom-dredging operations carried out by Soviet and Bulgarian suction dredges will be considered at the second meeting of the Intermorput' Council. Joint emergency rescue exercises both in Soviet and Bulgarian territorial waters have been planned. An exchange of joint information about organization of emergency rescue support of shipping on the Black Sea, about plans to eliminate accidental oil spills and about underwater cleaning of ship hulls will be carried out simultaneously.

Both parties are now conducting joint operations to raise the suction dredge "Trakiya." It is planned to exchange experience during the third quarter of 1980 in performing similar operations. An of course, Bulgarian specialists will improve their qualifications at academic institutions of the Ministry of the Maritime Fleet of the USSR. Joint exchange of scientific developments, publications and normative documents within the framework of Intermorput' has been provided.

The collectives of the international company plan to improve the forms and methods of socialist competition, to hold meetings of the competing collectives and to learn how to use moral and material incentives to reward the participants of the competition.

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## TRANSPORTATION

### PROSPECTS IN THE DEVELOPMENT OF RIVER FLEET DISCUSSED

Moscow RECHNOY TRANSPORT in Russian No 7, 1979 signed to press 19 Jun 79  
pp 24-26

[Article by V. Tikhonov, chief of the Technical Administration and Board Member of the Ministry of the River Fleet: "Prospects for the Development of the River Fleet"]

[Text] The rise in the role of river transport in the national economy to a significant degree depends upon the technical level of the fleet. Subsequently the river fleet will be added to both by continuing the series construction of vessels which have been developed up to the present, as well as by creating new, more advanced vessels.

The dry cargo nonself-propelled fleet will basically receive barges of the designs No R-79A, R-85 (new design), R-29A, R56 and other barges with a cargo capacity of 2,000-3,750 tons equipped with automatic coupling devices for operation in large-cargo sections. Subsequently the capacity of the dry cargo barges for the eastern basins will be increased up to 4,000 tons, and up to 5,000 tons for the central basins, while the capacity of the dry cargo units of two sections will be increased up to 10,000 tons. The oil transporting barges for the Volga-Kama basin will have a capacity up to 5,000-6,000 tons.

The basic suppliers of the nonself-propelled fleet as before will be the enterprises of the Ministry of the River Fleet [MRF].

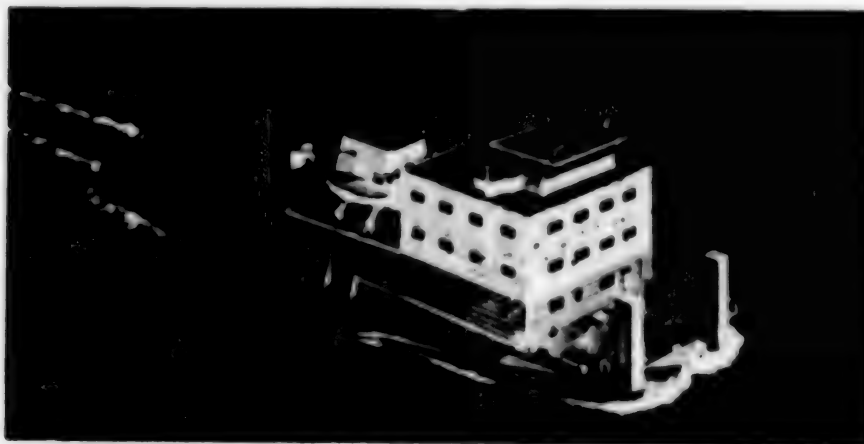
The fleet of pusher tugs will be added to by building new pushers of the "O" and "M" classes with a power of 796 kilowatts (1,000 hp) and 1,100 kilowatts (1,500 hp) of the design No R153, raft tugs with a power of 910 kilowatts (1,240 hp) of the "Ozernyy 201" class and pushers with a power of 1,472 kilowatts (2,000 hp) of the OT-2000 class, as well as pusher tugs of several types of smaller power.

At present the basic pushers for the large-cargo sectional units are the diesel vessels of the OT-2000 and "Dunayskiy" series. The operation of these diesel vessels with large cargo sectional units has shown their high

technical and economic qualities. The operation of the large-cargo sectional units with pushers of the "Marshal Blyukher" class with a power of 2,945 kilowatts (4,000 hp) has produced good results. The calculations and operating experience indicate that a further increase in the cargo capacity of the barges and sectional units and the necessity of increasing the level of their efficient use require the development of a series of pushers with a power of 2,200 kilowatts (3,000 hp) of the design No 10190 (code name "Dobrynya"), and these should become the basic type of traction for the large-cargo sectional units in the central basins.

For adding to the cargo self-propelled fleet, there are plans to develop new vessels on the basis of the "Volga-Don" diesel vessel, as well as sectional diesel vessels with a cargo capacity of 10,000 tons, and it has been decided to begin building these in the current five-year plan.

For the rivers in the developing regions of the East of the nation, the basic types of cargo vessels will be diesel vessels of the MSP class with a cargo capacity of 2,100-2,300 tons, and these have been named "Sibirskiy" and adapted for operation under conditions of an extended navigation season. They are to be operated on the Irtysh, Yenisey and Lena and going out into the coastal sea areas. The navigation companies will receive these vessels from foreign yards. At present on many rivers they are operating a large group of vessels of the "O" class with a cargo capacity of 2,000 tons and of the designs No 11, 576 and 21-88. These have proven effective in transporting loose and crated piece cargo, grain and containers. In the future to replace the "Bol'shaya Volga" and "Shestaya Pyatiletka" diesel vessels, there are plans to build vessels of a similar type but with a cargo capacity increased up to 2,300-2,500 tons.



A 2,200-kilowatt Pusher Tug



There should also be further development in the construction of cargo diesel vessels for combined river-sea navigation, and their operation, as experience shows, is significantly more efficient than the operation of sea vessels operating under comparable conditions. Thus the cargo shipping costs in the combined river-sea vessels of the SP class are 90 percent lower, while the foreign exchange efficiency is 20 percent higher and profitability is 3-fold higher than the corresponding shipping indicators by maritime fleet vessels. The necessity has arisen of developing vessels with a cargo capacity increased up to 4,000 tons on the basis of the diesel vessels of the "Sormovskiy" series which have performed excellently, as well as more advanced oil and ore carriers and other vessels of this class.

There is to be the further development of the fleet for small rivers and an increase in shipments in areas where other types of transport are of limited use.

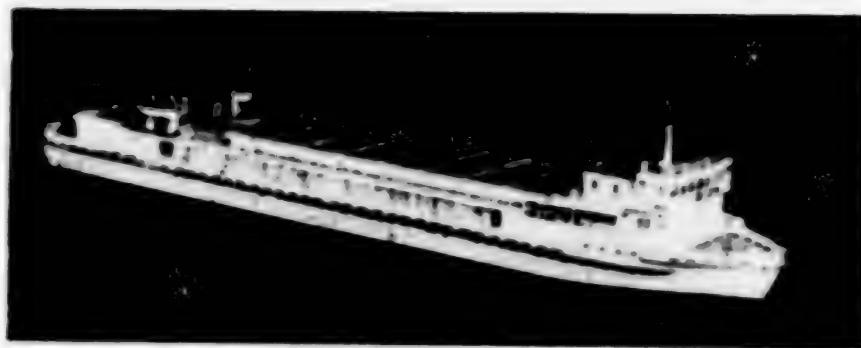
The small-river fleet will receive pusher tugs with a draft of 0.8-0.9 meter and a power from 220 to 440 kilowatts (300-600 hp), cargo diesel vessels with a cargo capacity up to 500-600 tons, and shallow-draft barges. At present the designers of the TSTKB [Central Production and Design Bureau] have developed the plans for a pusher with a power of 380 kilowatts (450 hp, design No R162), a sectional cargo diesel vessel with a cargo capacity of 570 tons (plan No R143), and barges with a cargo capacity of 60-135 tons and a draft of 0.6-0.7 meter, and these will be built by the enterprises of the MRF.

The passenger fleet for the main rivers will receive tourist-class water displacement vessels which have been somewhat modernized on the basis of the presently built diesel vessels of the class "Vladimir Il'ich" and "Valerian Kuybyshev." In addition a tourist diesel vessel is to be developed for 180-200 passengers for rivers with limited depths, and this should have a draft of not more than 1.6 meter. This class of vessels will replace the steamships of design No 737 and diesel vessels of design No 305.

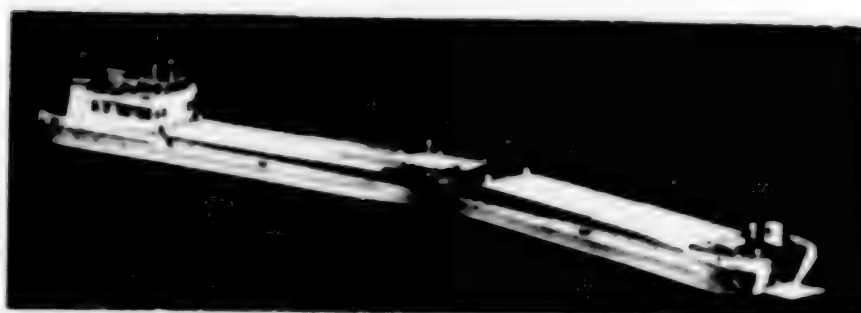
The high-speed fleet is to receive vessels of the "Zarya" and "Orion" class as well as hydrofoil diesel vessels of the "Voskhod" and "Meteor" class, as well as "Lastochka" with a speed of 90 km per hour and a passenger capacity of 70 persons (the plans for this vessel are presently being worked out). But in addition to these diesel vessels, new passenger vessels are required with a speed up to 100-120 km per hour and a passenger capacity up to 140-150 persons. It must be pointed out that the labor invested in the development and improving of the design of the "Burevestnik" gas turbine vessel has not been further developed, since series construction of gas turbine vessels is not envisaged.

In recent years much has been done to improve the technical and operating indicators of the river fleet. This has been expressed in an increase in the cargo capacity, the automating of the propulsion units, the mechanizing of deck work, the increase in the degree of hatch opening, and other design and production improvements. However, the desire to reduce ship building

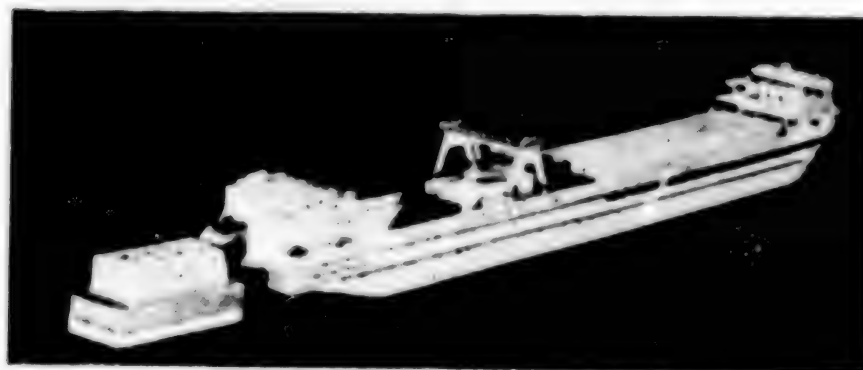




Diesel Vessel for Transporting Vegetables



Sectional Cargo Diesel Vessel with Bending Device  
for Small Rivers



A Barge Carrier

costs and to realize the additional demands made on their design and equipment have necessitated the seeking out and development of new, more efficient classes of river vessels, the operation of which will provide first of all higher labor productivity and a maximum production in expenditures on transport product.

One of the areas for solving this problem consists in creating specialized vessels. Analysis of cargo flows has shown that even now vessels designed specially for transporting motor vehicles both within the country and abroad could be widely and effectively used. This is affirmed by the experience of many years in transporting the vehicles of the Volga Automobile Plant in the specialized barge "Zhiguli." For transporting the KamAZ and Zhiguli vehicles, it would be advisable to create diesel vehicle carriers of the IISP class.

There is a great demand for specialized self-propelled vessels for transporting vegetables with the possibility of using them for delivering crated piece and bulk freight on the return trip, as well as during the period when vegetables are not transported. The developing of such a vessel has been started at the TSTKB of the MRF.

Each year there is an increase in the transporting of heavy and large-sized cargo by the waterways. The effectiveness of transporting large articles by river transport without disassembly has been substantiated by the experience of shipping on universal, partially reequipped vessels. It is essential to develop and build a limited series of special vessels with a cargo capacity up to 1,000 tons for these purposes.

In the near future, the volume of cement shipments over the inland waterways will rise by 1.3-1.4-fold. At present, there is virtually no vessel suitable for transporting cement and other dusty cargo without significant losses and pollution of the environment. The organizing of the transporting of dusty cargo is an interdisciplinary problem, and it should be solved not only by developing specialized vessels, but also the simultaneous construction of the shore cargo handling complexes and warehouses. In the future we must not allow the transporting of dusty cargo in unadapted barges with transloading of the cargo using clamshell excavators. In this regard, the task has arisen of developing in the near future the cargo handling installations and vessels specially for the transporting of cement.

The river fleet will also be added to by building container carriers, refrigerator vessels and certain other special vessels.

The increase in combined shipments on the river-sea lines raises the necessity of developing barge carriers and diesel vessels of the Ro-Ro class with horizontal loading and unloading. At present design studies have been started on the development of such vessels for the Ob' and Lena basins.

One of the major technical problems is to ensure the operation of the river fleet under the conditions of an extended and year-round navigation season. In 1977-1978, powerful icebreakers of the "Kapitan Chechkin" class with a draft of 2.35 meters were built and put into service. In the next few years, there are plans to build a series of powerful icebreakers with a shallower draft of 2.5 meters for operating in ice 70-80 cm thick on the Siberian rivers.

The first experience of operating icebreaker-clearer attachments and diesel pushers has shown that under certain conditions they can be effectively used for cutting navigation channels through the ice. Work is to be carried out to improve the design of the attachments and build the necessary number of these simple and inexpensive icebreaking devices. Scientific research will be carried out on determining the possibility of using air-cushion equipment for destroying the ice cover.

A large portion of the new transport fleet will be built considering ice operations and under low-temperature conditions. In these vessels the hull and the ice strake will be reinforced as well as the propeller and rudder assembly.

The vessels are to be equipped with devices for warming the systems and equipment for the purpose of providing their normal operation when the vessels are moving under low-temperature conditions. The thermal insulating of the ship quarters and the heating systems will also be designed for operation under winter conditions.

In recent years, a number of new rules have been worked out for the river fleet by the supervising organizations. In particular, revised standards have come into force and these contain higher demands on the river vessels in terms of crew conditions, protecting the surrounding water against pollution, and a number of other requirements. According to the rules, the large vessels should be equipped with air conditioning systems, facilities for preparing drinking water, refrigerators and freezer lockers. Higher demands have also been set for ensuring an acceptable noise level in the ship quarters and for the first time vibration health standards have been set.

A significant portion of the Rules of the RSFSR River Registry has also been replaced, and these regulate the requirements placed upon the design and equipping of the vessels, the rules for fire safety have been supplemented on oil tankers, and a number of guiding materials have been worked out for the designing of the fleet. These provide higher strength and reliability of the ship structural elements.

Also important are the demands which provide for a rise in the level of ease of repair and a reduction in the labor intensiveness of repairs and all types of technical servicing of the vessels.

It is essential to point out that the change in the conditions and intensity of unloading operations, as well as certain miscalculations in designing the vessels have led to a situation where barges of the designs No R-89 and 461 and the sectional units of designs No 1787 and 1787U, in addition to individual assemblies in the hulls of diesel vessels of the "Volgo-Don" class have not been sufficiently strong. The experience of building and operating these vessels, as well as the pending changes in the conditions of their use should be fully considered in creating the new fleet.

It is essential to make rigid demands also on the suppliers of the internal combustion ship engines, the auxiliary mechanisms, the electrical machinery and equipment in the area of improving their reliability, since at present 70 percent of all failures in the work of ship equipment occurs in this equipment.

Soviet and foreign experience has convincingly shown that the most effective type of the main power unit for river vessels, particularly the diesel tugs, is the irreversible medium-speed diesels. In this regard for the further development of the river fleet it is essential to have modern diesels with a power of 670-1,100 kilowatts (900-1,500 hp) with a turning speed of 10-12 s<sup>-1</sup> (600-720 rpm) with two-speed reverse reduction gears or hydraulic-gear drives.

The scientific research and design organizations of the MRF are working on the development of ship propulsion units which can operate for 240 hours without a watch in the engine rooms. For solving this problem it is essential that the operating time of the main engines, the diesel generators and the auxiliary boilers without maintenance be increased by the suppliers to at least 240 hours. This will make it possible to significantly reduce labor intensiveness in maintaining the ship power units, and to take a new step along the path of reducing the size of the ship crews. In 1981-1982, there are plans to build one diesel vessel of the "Volgo-Don" class with such a propulsion unit.

An important problem is the protection of the environment against pollution from the ships. For solving this problem, in parallel with the construction of the shore and floating treatment units, it is essential to develop equipment for treating waste and fecal fluids and subflooring water directly on the vessels, as well as efficient units for burning solid wastes. The measures to protect the vessels, particularly tankers, against corrosion should hold a most important place in building the new vessels. For this purpose there are plans to use materials with increased corrosion resistance for manufacturing individual hull elements and ship systems, as well as to make broad use of the efficient anticorrosion coverings.

The carrying out of the planned measures in the development of the river fleet will make it possible to increase the shipping volumes for cargo and passengers, to more fully satisfy the growing transport needs of the national economy, and to increase the economic efficiency of river transport.

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## TRANSPORTATION

### SOVIET SHIPPING DEFENDED, FLAGS OF CONVENIENCE SCORED

Moscow MORSKOY FLOT in Russian No 8, 1979 signed to press 4 Jul 79 pp 4-5

[Interview by correspondent of the Press Section of YuNKTAD, with First Deputy USSR Minister of Maritime Fleet V. I. Tikhonov: "False Accusations Against the Soviet Maritime Fleet"]

[Text] First Deputy USSR Minister of Maritime Fleet V. I. Tikhonov gave an interview in April 1979 to a correspondent of the Press Section of YuNKTAD [United Nations Conference of Trade and Development], which is published below.

[Question] The Fifth Conference on Trade and Development, which will convene in Manila in May of this year, will discuss most important questions of international maritime shipping, along with other problems of international economic relationships. Great attention is being paid right now, in particular, to the so-called flags of "convenience." What can you say about the policy of governments in the area of international maritime navigation and about flags of "convenience"?

[Answer] The main means for effecting international economic ties is, as is known, maritime transport, the share of which was about 75 percent of all the world's trade haulage. It is natural, therefore, that questions of maritime navigation occupy an important place in the foreign-trade policy of states.

At present the navigational policy of the Western countries, or, as they call themselves, "the traditional sea powers," is determined primarily by the striving to maintain a monopolistic situation in world navigation with a view to extracting maximum profits, retaining economic domination over the developing countries, and supporting strategic military interests.

The developing nations, when establishing their navigational policy, proceed from the necessity to insure their economic independence from international maritime monopolies and to reduce the costs of transportation for their cargoes. They display a legitimate interest in creating their own fleets and in expanding their participation in international navigation.



However, these nations are experiencing substantial difficulties in creating fleets, since they have been compelled to do so in an environment of severe competitive struggle with the international maritime monopolies. In view of the lack of financial resources, the developing countries resort to administrative and legal measures to extend assistance to their fleets by granting them exclusive or preferential rights for hauling national cargoes.

The maritime policy of the Soviet Union and of other socialist countries is a component of their consistent peace-loving foreign policy, which is based upon the principles of peaceful coexistence and collaboration. It is aimed at reliable transport support of our own foreign trade and equitable participation in international navigation on a healthy commercial base, with unswerving observance of the principles of freedom of international maritime commercial navigation.

The socialist countries come out against discrimination in navigation in all its forms and against the monopolization of navigation, defending the principle of equal rights and mutual advantage.

The system of so-called flags of "convenience," or "ships of open registration," which has received special development in the past 10 years, was engendered by the maritime policy of the Western countries.

At present more than 31 percent of the world's fleet tonnage is under flags of "convenience." It follows, from data prepared for the Fifth Conference on Trade and Development, that the fleet under "convenience" flags actually belongs to shipowners of the USA, Western Europe and other capitalist countries. This fleet is used not only to meet the requirements of the foreign trade of these countries themselves but also to haul between third countries. Shipowners of developed capitalist countries obtain economic advantage from operating ships under flags of "convenience," not the countries of open registration. The registration of ships under flags of "convenience" gives the owners full freedom of operation, freeing them of practically any kind of responsibility with regard to manning and qualification of crews, wage level and social insurance.

The flag of "convenience" fleet is practically not subject to any kind of effective legislation, and it is often operated without the observance of engineering norms and rules. This fleet causes serious anxiety and concern in the world community, since there is a real threat to the safety of navigation and a threat of pollution of the marine environment. It is characteristic that almost all the greatest catastrophes at sea, including those that have caused substantial damage to coastal states because of oil spills, were connected with ships under flags of "convenience."

[Question] The problems of a new economic order and the establishment of more equitable economic relationships between states are being widely discussed within the framework of the United Nations. In recent years the press of Western countries has said much about the expansion of the Soviet

fleet on the world's sea lanes, about unscrupulous competition, and so on. How would you comment on these statements?

[Answer] First I should say that the Soviet Union is a country with a planned economy. All branches of the national economy, including the maritime fleet, are being developed strictly in accordance with five-year plans.

The directives of the 25th CPSU Congress set the main tasks for the country's maritime transport as follows: "Satisfy more completely the national economy's growing requirements for foreign-trade and coastal haulage, improve the shipment of cargo to regions of the Far North and the Far East, and increase the volume and raise the effectiveness of the export of transport services."

In 1903 Tsarist Russia was in 8th place in the world in ship tonnage. From 1948 until the present the USSR has been occupying 7th place in the world, that is, there has been no expansion of the Soviet fleet of any kind, and talk about expansion constitutes false inventions that remain on the conscience of their authors.

Statements that the USSR is building containerships at a rapid pace in order to dislodge Western shipowners from their "traditional" routes are encountered.

Let's take a look at the figures.

On 1 January 1978 the world containership fleet numbered 507; the USSR had only 19 containerships, or barely more than 1 percent of the world tonnage of ships of this type. As far as orders for containerships are concerned, ships with a deadweight tonnage of 378,000 tons, or 2.7 percent of all the orders in the world, are being built for the USSR. Here again, as you see, Western critics are not in harmony with the facts.

The Western countries call themselves the "traditional" sea powers. It is asked, why do they forget that the Soviet Union also is no novice at sea. More than 200 years ago Russian sailors, in completing a round-the-world cruise, made major geographical discoveries, including the discovery of Antarctica, and, on 17 August 1977, for the first time in history, a surface ship under the Soviet flag reached the North Pole in free sailing!

While speaking about haulage operations between third countries (the so-called cross-trade), this form of operation also is traditional for the Soviet fleet.

In 1977 coastal and foreign-trade haulage reached 86 percent, while cargo hauling for foreign charterers was only 14 percent. The picture was the same 40 years ago. Here again an expansion of the Soviet fleet is not apparent. They also say that the Soviet Union is building a fleet larger than is required for its coastal and foreign trade. I would like to call the critics' attention to the pace of growth of Soviet foreign-trade

haulage: it was 99.3 million tons in 1960, 371.5 million in 1976 and we expect to haul 500 million tons by 1980.

We are reproached because the Soviet fleet supposedly engages in unhealthy competition on international routes and offers "dumping" rates. Here also our critics are not in harmony with the facts.

Of course, in many areas our fleet works as an outsider, but not because we are coming out as opponents of liner conferences but because either we are not accepted at the conferences or there are discriminatory terms that are purposely unacceptable to us. Therefore, we have no other recourse than to operate independently, and in this case our rates differ from the conference rates, but they are not lower than those of other outsiders. Western critics usually base their charges of "dumping" on references to the fact that the shipping companies in the USSR are not private but are state enterprises. Yes, in the USSR all our means for production belong to the state, but this does not mean that our shipping companies, which are juridical persons and independent enterprises, can operate without profit—one of the most important plan indicators for a socialist enterprise. Maritime transport operates on full self-support, without receiving any kind of state subsidy. Therefore, our shipping companies are, as economic organizations, motivated to obtain profit, since the funds for material incentives for the workers and for developing their whole activity depends upon this.

All this is well known to our critics, since the figures cited were taken from official statistics. But they conceal the truth and raise false accusations against the Soviet fleet, in pursuing far-ranging political aims.

The policies and actual activity of the Soviet fleet are being crudely falsified. The Soviet fleet is being depicted as a sort of "pirate" on the world's sea lanes. Meanwhile, the active policy of the Soviet fleet is wide international collaboration.

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## TRANSPORTATION

### COOPERATION BETWEEN USSR AND PERUVIAN AIRLINE COMPANIES

Moscow VOZDUSHNYY TRANSPORT in Russian 8 Sep 79 p 3

[Article by VOZDUSHNYY TRANSPORT correspondent I. Grigor'yev: "Setting a Course Toward Further Cooperation"]

[Text] As already reported, a delegation of managers of various government institutions, aviation agencies and airline companies of the Republic of Peru arrived in our country at the invitation of the Ministry of Civil Aviation of the USSR. The visit of the Peruvian guests is related to the fifth anniversary since regular air traffic was established between our countries.

We briefly recall how cooperation was developed between our countries in the field of civil aviation. In June of 1972, Aeroflot received authorizations for flights over Peru and to make technical landings. In 1973 a delegation of the Ministry of Civil Aviation of the USSR signed a protocol with the Department of Civil Aviation of Peru, which has also been the basic document up to the present in making regular flights of Aeroflot aircraft to Lima, the capital of Peru. According to this protocol, Aeroflot was authorized to make one-way flights to Peru.

Regular flights on the Moscow-Lima-Moscow line were begun on 30 June 1974. More than 20,000 passengers and a large amount of commercial freight were hauled on this route during the next 5 years, along which IL-62 aircraft of Aeroflot ply.

It should be noted that this line is now the only line of Aeroflot to South America, due to which it is of important commercial significance.

The advantages of the Moscow-Lima line to both parties are indicated by the fact that a second scheduled flight to Lima was introduced in May of this year.

On 5 August, the guests from Peru, having arrived by the scheduled Moscow-Lima-Moscow flight were received at the Ministry of Civil Aviation.

The first deputy minister of civil aviation of the USSR A. Nazarov, the deputy chief of the Ministry of Foreign Relations of the Ministry of Civil Aviation V. Khrabrov and other responsible workers of the ministry were present at the meeting.

On the Peruvian side were the chief of the Administration of Civil Aviation of Peru Iriarte Venega, the president of the Airport Corporation of Peru (CORPAC) J. Esse Ramirez, the president of the Air Peru Airline Company P. Sala Orosco, the general director of CORPAC P. Medg Agirra and the general director of the Foset Airline Company Cesar Garses and others.

The Peruvian guests were greeted in the name of the minister of civil aviation A. Nazarov, who emphasized that their current visit is regarded as a new important step in development of relations in the field of air communications between our countries.

The representatives of Peruvian civil aviation were informed in detail about the activities of Aeroflot.

Satisfaction was expressed with cooperation of the Ministry of Civil Aviation of the USSR with the Ministry of Transport of Peru, with the Civil Aviation Agency and with the airline companies.

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## TRANSPORTATION

### NEED TO QUICKEN PACE OF RAIL FREIGHT TRAFFIC AS WINTER APPROACHES

Moscow GUDOK in Russian: 11 Sep 79 p 1

[Editorial: "Speed Up the Traffic"]

[Text] The August plan for shipments by rail transport was not fulfilled. During the first ten days of September, the debt in terms of the departure of freight, including such most important items as fuel, grain, raw material for the metallurgical industry, fertilizers and timber has even increased and rather substantially at that. Such a situation cannot help but elicit serious anxiety over the normal provisioning of the national economy with all that is necessary for the upcoming winter. And it is practically at hand. There remain at the most two months in which it will still be possible to make up for that which has been neglected.

The main reason for the failure to provide for the fixed amounts of shipments is the extremely unsatisfactory organization of train traffic and the intolerably low level of transfer of freight cars between branches and railroads. As a result of inadequate supervision over the observance of regulation discipline and over observance of the plan for shipment along railroads of destination, a very unfavorable arrangement and dispersal of the railroad car fleet has been created, with an excessive piling up of the fleet in the east.

With the type of situation that has taken shape, the most decisive and immediate measures are needed, first of all, to set up normal traffic and to increase the dimensions of transfer up to the level specified in the engineering plan. The leaders of the Main Administration of Railway Traffic are the ones upon whom it is incumbent to become the organizers of the accomplishment of this combat mission, while the employees of all other main administrations must actively assist in the achievement of the goals that have been set.

Specific ways to increase the maneuverability of the most important routes of the network and to achieve unconditional fulfillment of the September plan for shipments for all types of freight and, first order of priority, of fuel, grain and raw materials for industry, were pointed out at a meeting of the board of the Ministry of Railways on 7 September.

It has been specified to clear the main line routes of the surplus of through shipments after a brief period of time and to move it along some other route to its destination in an accelerated fashion. Stepped-up transfer rates have been established for this at all junctions, which are being reinforced by the corresponding number of locomotives. The chiefs of railroads and branches must ensure with all means available the fulfillment of these stepped-up quotas. It will be necessary to keep strict watch over the situation so that in those places where back-up locomotives are required, they will be sent promptly. More rigid supervision over the observance of the transfer of cars is being set up on the part of the Ministry of Railways. Any attempts to pursue local interests at the expense of the common good and failure to accept trains from a neighbor (and such instances are still taking place) will be suppressed in the most decisive manner.

It is common knowledge that each railroad has been granted the right to borrow a certain number of cars of this or that type of rolling stock and to load it in the prescribed direction. Unfortunately, this procedure is often disrupted. There are cases where, for instance, the norm for borrowing gondola cars is exceeded even when there is a surplus of them, while the planned delivery of coal and timber is not provided for or freight is hauled only to local destinations. Such instances must not occur any more.

The striving of some leaders to count more only on ready-made empties leads to a situation wherein internal resources are being very poorly utilized on railroads. When a considerable excess of local freight is present, the quotas for unloading are quite often foiled, since the prompt conveyance of it has not been organized. Transport suffers tremendous losses in terms of loading resources owing to above-norm surpluses of railroad cars engaged in unloading operations. So that such a situation might not occur in the future, unloading as established by the norms for turn-around time will be regarded as an empty car on hand. There will be no indulgences whatsoever for those who are not prompt in delivering railroad cars and who are slow in freeing them for other use!

The search for and adoption of effective measures for the efficient fulfillment of all plans and quotas must become the first and foremost rule of each leader in transport.

Many resources are being lost owing to the fact that there is not the appropriate supervision on the part of the central staff of the Ministry of Railways over the observance of the technological process of shipments and over the optimum routing of car flows and freight flows as prescribed by decree No 30/Ts of 1978. An inspection has shown that even empty railroad cars are being transferred somewhere else in considerable numbers in cross directions to each other, while the specialization of rolling stock as prescribed for some of the most important types of cargoes is being infringed upon. A special stencil indicating that this railroad car can be borrowed only for shipping grain has been placed on several tens of thousands of boxcars suitable for hauling grain. But owing to a lack of supervision on the part of the employees responsible for the loading, as well as of freight car workers, they load what comes to them into

this most scarce variety of rolling stock and at times they have nothing to ship grain in. The fleet of gondola cars has been dispersed throughout the network in such a way as not to work to the advantage of ensuring the shipment of coal, and this is also the result of the connivance of the administrators of a number of divisions of the main administration of railway traffic. In speaking of an increase in the transfer of railroad cars, it is important to note that transfer is necessary not simply in terms of quantity, but also qualitatively, so that precisely those trains and railroad cars which were specified by the marshaling plan and by the engineering plan might pass through the juncture point.

It is necessary to announce a decisive campaign against the detaining of locomotives for repairs not specified by the plan and against the uncoupling of freight cars from trains owing to carelessness. This can and must be achieved by means of a radical improvement in the technical maintenance of the rolling stock, being guided by the experience of the foremost collectives, of whom there are no small number on the network. Track engineers and workers must be more active in raising the speeds permitted for train traffic. Slows orders must not occur, especially on freight-intensive lines.

It is necessary to stress over and over again that at the present time, the acceleration of the advancement of trains and, first order of priority, the haulage of the surplus of the fleet from the east are the chief prerequisites for an upsurge in transport operations. This task is beautifully understood by the railroad and train dispatchers of the main lines of the Volga Valley, the Urals, Siberia and the Far East. The collectives of dispatcher shifts of the Gor'kiy, South Urals and Sverdlovsk railroads have taken upon themselves a pledge to fling open wide the gates of the juncture points and each 24 hours to overfulfill the plan for transfer of railroad cars, with unobstructed acceptance of them from all directions. This valuable undertaking will find trusty wings if it obtains all-round support. It is to be supposed that the Party and trade union organizations of the respective enterprises will conduct the appropriate work in the shifts at stations and points for the technical maintenance of railroad cars and locomotives and among employees of other key occupations and with the appeal, "Give Everything to Speed Up Traffic," will mobilize their collectives for rapid and high-quality processing of consists, reliable preparation of locomotives for the run and for the passage of trains along track sections with green traffic signals to move them on. Successful conduct of the "east-west" operation is one of the important component parts of the normalization of the over-all train situation on the network and for guaranteeing the pre-winter plan for shipments.

The problem now stands such that all measures of organizational and technical procedure, for technical norm setting and for providing moral and material incentives must be concentrated on getting the effective organization of traffic smoothly underway.

The hope remains to be expressed that the decisions of the board of the Ministry of Railways as adopted on 7 September will be put into effect fully and that the leaders of the main administration of railway traffic will prove themselves as energetic organizers of the shipping process.

Time does not wait!

## TRANSPORTATION

### PLANNING, INCENTIVES IN MOTOR TRANSPORT DISCUSSED

Moscow FINANSY in Russian No 8, Aug 79 signed to press 11 Jul 79 pp 25-28

[Article by A. K. Birkin, candidate of economic sciences: "Planning and Economic Stimulation in Motor Transport"]

[Text] General-purpose motor transport was one of the first industries shifted to the new system of planning and monetary incentives. This led to an improvement in rolling stock and other fixed capital, the lowering of shipping costs, a significant strengthening of cost accounting, a consolidation of the enterprise, and an improvement in incentives among its workers and within the system as a whole. The results achieved in the Ninth Five-Year Plan, where general-purpose motor transport had fully changed over to the new system, were especially noteworthy. With a 22.5 percent rise in the work force, freight turnover rose by 50.9 percent, being achieved through an increase of 36.4 percent in per worker output. Shipping costs were reduced by 11.6 percent. Starting in 1971 the general-purpose motor transport industry began improving its system of planning, monetary incentives and control, as well as disseminating the principles of cost accounting throughout the industry, including Glavmosavtotrans [Main Administration of Moscow Motor Transport] and the motor transport ministries of union republics. This was done in order to make better use of the huge untapped resources in all areas of shipping and to ensure good end results.

The shift of the whole union republic general-purpose motor transport industry to full cost accounting procedures permits the bringing into line of the method of controlling shipping with the requirements of more efficient use of labor, material and financial resources. Under the new system the Five-Year Plan with goals spread over the years represents the base of production operations. The main feature of this system of planning and financing, including cost accounting financing and long-term norms, revolves around increasing the responsibility of motor transport ministries and Glavmosavtotrans for fulfilling the plan on the whole, irrespective of the results of operations in the separate associations and enterprises. As a rule, there is a two-level, and in some cases a three-level, system under the new control structure.

Glavmosavtotrans shifted first to the new accounting system (1971), then came the general-purpose motor transport industries of the Latvian SSR and



Belorussian SSR in 1974 and 1975, and the Ministry of Motor Transport of the Kazakh SSR, the general-purpose motor freight industry of Moskovskaya Oblast, and the Ministry of Motor Transport of the Georgian SSR in 1976. This period can be considered as the beginning of the second stage of economic reforms in the motor transport industry. Directives were drawn up for each republic and Glavmosavtotrans taking into consideration the new requirements. At present there is already a unified directive plan for all of the motor transport industry.

The need for improving the economics of motor transport stems also from the tasks facing the industry in the 10th Five-Year Plan: to increase freight turnover by roughly 42 percent, with the figure for the general-purpose motor transport branch at 45 percent, and passenger turnover on buses by 28 percent. Our three-year totals indicate a need to further improve motor transport operations. The shift to the two- and three-level control structure, the consolidation of enterprises, and better coordination with other types of transport operations will take on extreme importance in the successful fulfillment of Five-Year Plan goals. The Ministry of Highways and Roads of the Latvian SSR and ministries of motor transport of the Belorussian SSR and Kazakh SSR are coping successfully with this task. Cooperation among all types of city transport is already underway in Leningrad.

While prior to the shift to the two-level control system the Belorussian Ministry of Motor Transport had 171 independent and as a rule small cost-accounting enterprises, the number has now decreased. Now there are large associations, administrations and combines with the rights of a socialist enterprise. This has enabled us to reduce the number of control personnel -- over a million rubles in wages were saved. It has resulted in a significant improvement in the use of rolling stock based on specialization of individual facilities. A similar situation exists in the Latvian SSR which was the first to shift a republic general-purpose motor transport industry to the two-level control system. In the Kazakh SSR there were 423 independent enterprises before the changeover, and now large motor transport associations have been set up there. These are integrated production complexes which bring together motor freight stations, truck terminals and other operational units, as well as motor vehicle enterprises. Glavmosavtotrans also is completing work on consolidating its enterprises.

The shift to the two-level control structure in these republics proved quite efficient, since many functions of small enterprises with financial organs, banks, suppliers, customers and higher organs were taken on by the associations. Here incentive funds, the amortization funds used for major repairs, funds and planning resources for expanding reproduction, etc. have been brought together. Now motor transport enterprises under the associations are freed from doing a large amount of technical and other work and can function as operational units.

In turn the associations are in a position to better utilize the financial resources and reserves. In the past each small individual enterprise



handled its own financial operations and settlements, and relied on their own working capital. In addition, as a rule even though the overall condition of motor vehicle trusts, which these enterprises fell under, was good, many small motor transport units were financially troubled. This situation resulted in budgetary defaults, fines, financial sanctions, and penalties while other motor vehicle organizations of the trust had ample available funds. Now the chance of this happening has been all but eliminated.

Another considerable savings is being achieved through the creation of funds at associations: for development of production, social-cultural measures and housing, for amortization deductions for major repairs, and as financial resources for expanding reproduction, etc. Before the uniting of individual enterprises these funds also were spread out and could not be used as effectively as under the new setup.

At the same time an association should not merely duplicate the work of an individual cost accounting enterprise coming under it. It is obliged to see that the goals for the whole production cycle and all types of work are fulfilled, and cannot allow fulfillment of the plan based on "profitable" cargo as the expense of shipments for isolated production enterprises and departments, nor by reducing the quality of service to the populace. Also the union republic ministry of motor transport is charged with this as a whole for the branch. There are frequent occasions where individual associations violate the principles of planning under the new economic system, in particular shipping volume is planned from the achieved level without any regard for actual resources available.

With the change of all general-purpose motor transport to full cost accounting, the role and responsibility of the ministry for the overall work results of the branch has essentially changed. According to established statutes, the evaluation of work and budget payments are made according to overall results and the aggregate balance, where the ministry is charged with keeping standards high at enterprises.

In the Five-Year Plan with a breakdown of goals on a yearly basis the basic economic indicators of the ministry of motor transport are specified and the coordination of the interests of all branches and each enterprise using the services of motor transport is ensured. These indicators include: total income; total profit; budget payments; freight turnover; passenger turnover; rise in labor productivity; volume of capital investments; introduction of production capacities and fixed capital; delivery of rolling stock; volume of goods sold for industrial enterprises; etc. The ministry heading a branch which has shifted to cost accounting, and each association and enterprise must adopt stepped-up plans.

The established system of distributing above-plan profits, according to which norms, lowered by not less than 30 percent, are used with a plan over-fulfillment of more than 2 percent, belongs to the factors stimulating the adoption of stepped-up plans. In practice this is even more rigid.

The establishment of an understated plan can lead to a significant loss in profits which is extremely unfavorable for enterprises and ministries, since the profit which is at their disposal goes for expanded reproduction. For the purpose of making better use of profits it is possible to alter their allocation in the course of fulfilling the annual plan. These monies cannot be used for increasing monetary incentives and decreasing financing through capital investments.

For the purpose of stimulating stepped-up plans it was decided also that for each percent increase in the annual plan against the goals of the Five-Year Plan the size of the bonuses for administrative personnel should be increased. Also the relating of bonuses to the quality and smooth-running of transport service, as well as the carrying out of other measures aimed at motivating workers under stepped-up plans, is being intensified.

The long-range economic norms help to strengthen cost accounting in all areas of control, including the republic ministry of general-purpose motor transport. They are established for each year of the Five-Year Plan and are approved simultaneously with the Five-Year Plan. They include — norms for deductions from profits available to an organization, the norm for allocations for monetary incentives, and the norm for wage expenditures. The system of long-range norms coupled with the principles of cost accounting financing also stimulates an organization to take on higher goals, which is achieved based on the dependency of the established norm for profit deductions available to an organization on plan and above-plan profit. Budget payments from profits according to the plan for the branch on the whole are completely guaranteed by the ministry.

The standard procedure of planning wages in kopecks per ruble of income, as practice has shown, is justified. However, here especially precise planning is a necessity. A slight variance in the norm can mean a big discrepancy for a whole branch. In the event an above-plan expenditure is necessary for wages it is permissible to use economic incentive funds (primarily the sums used for awarding bonuses to supervisory personnel, engineering-technical workers and employees) for this purpose. The overexpenditure must be replaced. A reserve for the wage fund is being created in the ministry.

A detailed study of the Glavmosavtotrans norm method of distributing profit showed its advantages when using five-year planning with a breakdown of goals by years. In addition, the weak points of this method were noted. The situation established by official directives on leaving at the disposal of an association the funds not used during the course of the planning period leads to the idling of large sums.

At the end of the Ninth Five-Year Plan Glavmosavtotrans had a surplus of unused funds for scientific-research work which was almost twice the annual norm. The sums used for training personnel, maintaining the operation of the main administration, and centralized capital investments were significant. Even larger unutilized surpluses developed in the monetary incentive

funds. At the beginning of 1977 for the first two funds they amounted to more than 40 percent of the amount set for the year. It is advisable to use the excess surpluses as a source of financing for these expenditures for the following planning period without changing the norms.

Sizable unused funds, which are intended for capital investments which under normal conditions with budget financing could be directed for other purposes in other branches of an industry, are also frozen annually at production facilities with a standardized distribution of profits. The matter of providing construction projects of these enterprises with contracting organizations is an important one. A proposal has been made to allow motor transport organizations to give bonuses to builders from their own economic incentive fund, in order to foster qualitative and timely work on the part of the builders, even though it seems inadvisable.

A similar situation has developed concerning wages, which are also set by long-term norms. The unused sums in the wage fund frequently reach sizable amounts by the end of the year. According to law an enterprise can enter those amounts belonging to above-plan profits in the economic incentive fund. Reports from Glavmosavtotrans over several years have shown, that as a rule the actual surplus in the wage fund exceeds above-plan profits. Moreover, the wage fund surplus under long-term norms should not always be considered automatically as a savings. Obviously, only that part of the surplus which evolved from a rise in labor productivity, a better use of rolling stock, etc. can come under this category.

Above-plan profit, being a source of money for the economic incentive fund through savings in wages, amounted to only 45.5 percent of the savings, i.e. less than half on the average for the Ninth Five-Year Plan. It is hardly advisable to direct all above-plan profit into the fund simply because a surplus of unused wages was formed and even adjusted for real savings. The other needs of an entity should not be forgotten. Also, in our opinion at least 50 percent of above-plan profit ought to be directed to the budget.

The financial results of operations of motor transport enterprises under the new system can be judged from several statistics, primarily from the cost level of piece-rate cargo shipments more common in motor transport. In connection with this more attention is being given to making better use of rolling stock, control is being improved, and superfluous control elements have been reduced in the indicated republics. Brigade cost accounting is being widely used and especially its advanced form — the brigade contract, which results in a significant rise in labor productivity and an increase in vehicle output. In the Kazakh SSR, for example, operating on the brigade contract for one year issuance of vehicles for operation was speeded up by 15 percent, time in service increased by 14 percent, and output per vehicle-ton rose by 32 percent.

The creation of associations has led to the reorganization of the operational management for shipping. They plan the shipments themselves, conclude



agreements, organize the shipment of cargo and are responsible not only for compliance with contractual conditions, but also for setting up shipments which makes it possible to reduce the number of empty runs for vehicles. All labor-consuming tasks in the area of planning, in the comprehensive processing of economic information, and in controlling motor transport production are handled with the help of computers with centralization of accounting operations. This leads to increased effectiveness in the work of management personnel and in the end makes it possible to lower shipping costs.

Since work on creating associations has only begun in the field of general-purpose motor transport, motor transport ministries should be continuing their efforts. For the purpose of creating equal opportunities for all union republics in shifting to the new method of operation, it is necessary to set down a firm set of unified procedures on this matter and also to improve planning practices and the organized control structure which still has not been fully developed everywhere. In addition we ought to develop procedures for establishing norms contained in a plan (this refers primarily to wage expenditure norms), methods for calculating goals for brigades and individual drivers, etc.

In handling these problems it is a good idea to proceed as follows. In the area of improving control we should centralize all management functions in associations: finance-credit operations, accounting, repair work, etc.; and more effectively use computers and modern means of communications for the timely completion of tasks facing the motor transport industry. In particular, for resolving problems on satisfying the needs of the national economy and populace for hauling, we ought to make wider use of advanced techniques in centralized shipping and of the system of container and packet cargo handling featuring brigade cost accounting. We must be more concerned with the economics of motor freight operations, mainly by making more efficient use of each vehicle, strengthening the repair system, improving loading-unloading operations, cutting idle time during these operations, ensuring full loading of each vehicle, and improving passenger service.

The proposal for establishing Five-Year Plans for income and profit by years not in absolute terms, as is the case now, but by rates of growth which are determined for each year as the percentage of the planned level deserves attention. Such a system would help organizations draw up and adopt stepped-up plans, and make it possible to more precisely establish norms for profit allocations available to an organization. It would be advisable to change existing shipping rates and wholesale prices by the beginning of the next Five-Year Plan.

Work results at motor transport enterprises to a great degree depend on the lowering of shipping expenses. These matters should be given more attention than they have in the past. For greater basing of established goals on the lowering of cost and for increased control over their fulfillment, we ought to restore this indicator to the planned ones. Planned targets received by ministries, associations and enterprises are at present not in the category of

directive quality, but are estimated. Being subject to rapid changes they consequently cannot be fully used for developing reserves.

It is necessary to comprehensively improve the quality of planning the cost of shipping based on progressive norms for living and embodied labor which take into account savings from the introduction of new equipment and organizational measures. This will allow us to eliminate the planning of expenditures based on the level achieved in preceding years. It is necessary to increase the role of cost estimates as a major reporting document and review how often they are made, in order to strengthen control over the shipping cost plan.

We should monitor the planning of shipping costs to make sure they are correct and the fulfillment of goals on lowering expenditures for quality by analyzing cost reporting. More attention must be given to providing valid reporting data through the assignment of expenditures for their proper purpose.

Overhead expenses are required for streamlining planning. We ought to lower the level of these expenditures. At the same time special attention should be given to improving the securing of funds for measures for introducing mechanization and automated control systems in planning and accounting. For increasing the motivation and responsibility of control workers in fulfillment of goals for lowering expenditures, it is a good idea to set up a system where the figures on cost of freight and passenger handling will be considered in the formation of economic incentive funds and also in the awarding of bonuses to management personnel, engineering-technical workers, and employees.

Measures for improving the transportation process ought to be considered as one of the more effective ways of lowering shipping costs. For example, Leningrad transport workers worked out a cooperative arrangement which includes motor vehicle, railroad, maritime, and river transport workers of the city's transportation complex. The transferral of cargo from "ship to vehicle" in the first quarter of 1978 resulted in a drop of 4.5 times in the idle time of vehicles over the same period of 1977 at the port. The processing time for ships, railroad cars and vehicles was cut by 15-20 percent with a rise in shipping volume of 4 percent. The total savings from introduction of new, advanced techniques in all areas of transportation came to more than three million rubles.

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## TRANSPORTATION

### TRANSPORT PROBLEMS AFFECT PRODUCTION AT THE KORSHUNOV GOK

Moscow EKONOMICHESKAYA GAZETA in Russian No 32, Aug 79 p 4

[Article by special correspondent M. Nikiforov, "Obstructions on the Transport Conveyor"]

[Text] The collective of the Korshunov ore concentration combine (GOK) has adopted a counter plan for the current year with precise calculation of the production reserves available to it and with regard to its own forces. The planned marks of the Ministry of Ferrous Metallurgy of the USSR were increased by 20,000 tons of iron ore concentrate and for 100,000 rubles profit. However, the counterplan is not presently being fulfilled and not through the fault of the miners.

Concentrate is shipped from here to the Western Siberian Metallurgical Plant and the Kuznetsk Combine. It is here that obstacles have appeared on the transport conveyor.

There are continuous direct communications between the supplier and users of the raw ore and both are located at Novokuznetsk. The concentrate makes the trip along a mainline subordinate to the administrations of three railroads--the Eastern Siberian, Krasnoyarsk and Kemerovo.

The first link in it is the ore concentration combine. The rail car idle times here are usually below the norm, equal to 6.8 hours. For example, rail cars were loaded in February within 5.8 hours and in March within 5.4 hours. It is calculated that a total of 2,500 rail car-hours was saved in April by this.

As the deputy chief of the Fuel-Raw Material Division of the West Siberian Railroad N. Fomenko reports, no delay is permitted at Novokuznetsk as well. It has two rail car tipplers. They are capable of handling up to 800 rail cars per day.

Where then are the interruptions of the transport conveyor occurring? A letter of the deputy chief of the Eastern Siberian Railroad A. Dolgoy, which he sent to the Irkutsk party obkom at the beginning of July, throws some light on this: "Underfulfillment of the ore shipment plan was caused by the

fact that the Krasnoyarsk and Kemerovo railroads are systematically removing the specially formed-up circular unit trains from circulation."

As a result a large amount of ore concentrate at the Korshunov mine is being sent to a temporary pile.

This is well known at the Ministry of Railways. An order arrived after several alarm signals from the site on 17 March addressed to the chiefs of the Eastern Siberian, Krasnoyarsk, Kemerovo and Western Siberian railroads and also to the Korshunov Combine and the Novokuznetsk metallurgical enterprises. It was signed by two deputy ministers--of the Ministry of Railways Comrade Konarev and of the Ministry of Ferrous Metallurgy of the USSR Comrade Pankrushin, it was transmitted by telegraph and its text covered five pages. Win over the issued authorization with your concreteness and clarity of instructions to all participants of the transport conveyor: The managers of the railroads and divisions are entrusted "according to the planned volumes of ore and concentrate shipments to maintain the required number of circular block trains of gondola cars for each month," including "vertices" only of gondola cars with blank bodies for purposes of timely and stable hauling of Korshunov iron ore concentrate to the Western Siberian Metallurgical Plant and the Kuznetsk Combine by circular routes and to eliminate losses due to spillage enroute.

However, the "long telegram," as they christened this document locally, did not lead to any real results.

Eighteen block trains were taken out of circulation in April and May. The Ministry of Railways again authorized the administrations of the Kemerovo and Krasnoyarsk railroads on 10 May to form up 17 circular unit trains and to send them to the Korshunov area. But only five actually arrived there.

The Korshunov miners as before are shipping the concentrate to piles while the metallurgists are not receiving the necessary amount of raw material for their blast furnaces.

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## TRANSPORTATION

### SHORTAGE OF GONDOLA CARS FORWARDED TO KUZBASS

Moscow GUDOK in Russian 11 Aug 79 p 2

[Article by GUDOK Raid Brigade S. Riman, engineer of the Saratov Division, P. Lis'yev, member of the people's control group of the railroad administration and S. Kasatyy, GUDOK correspondent: "And the 'Streams' Are Running Dry"]

[Text] Information was given us at the Administration of the Privolzhskaya Railroad: since the beginning of the year the railroad has undershipped more than 30,000 empty gondola cars according to regulations to the Kuzbass. What do 30,000 rail cars mean? This is almost 2 million tons of coal and metallurgical ore raw material which industry did not receive. Why did this situation develop on the main line and where were so many empty cars "lost?" A GUDOK raid team decided to check how gondola cars are being used at the stations and enterprises of Saratovskaya Oblast.

Six gondola cars with crushed stone arrived at Chernavka Station. The recipient is separated from the railroad by almost 20 kilometers and there is no communication with them. And then they pondered about this here for more than a week. During all this time no one touched the gondola cars.

The same "operativeness" is also manifested at Zolotaya Step' Station. A representative of the Podlesnovskiy Sovkhoz, to which the freight was to be delivered, called for it only 5 days later.

"We recently had 28 gondola cars standing idle more than 24 hours after unloading," relates the deputy chief of the Zorinskiy Station V. P. Nikitina. "Dispatchers of the Saratov-Gromovo section generally do not rush to collect the empties."

They do not hurry. Moreover, the gondola cars should be immediately dispatched from here to the Kubyshevskaya Railroad, from which their route lies to the mines of the Kuzbass and the strip mines of Ekibastur.

As is known, rivers are made up of streams. But if the "streams" dry up, as we traced at the Saratov Division, the general "regulating river" becomes scanty.

We visited Krasnyy Kut and Pokrovsk, Pugachevsk and Irgiz. And the pattern is the same everywhere--the proper attention is not paid to gondola cars. No one gets excited when they arrive for unloading and when they are released and sent to the station. The railroad workers frequently look askance at the uneconomical attitude toward rolling stock.

For example, an average of 70 loaded gondola cars were supposed to have been sent daily in May alone, 80 in June and as many in July according to the plan to Pokrovsk Station. But 57 and 45, respectively, were emptied. Even fewer were turned over for regulation--an average of 19 each. Moreover, Pokrovsk Station increased the gondola car idle times by 2.6 hours with a sufficiently free norm.

But one of the largest main gas pipelines, the Urengoy-Chelyabinsk-Petrovsk-Novoposkov, passes through Saratovskaya Oblast. And Petrovsk Station now receives various types of equipment, steel pipe, compressors and other equipment. How are the gondola cars here unloaded?

The deputy chief of the freight section of the Rtishchevo Division A. N. Vogman says:

"Construction-Installation Administration Nos. 11 and 14 of the Ukrneftegazmontazh Trust, which receive the pipes, release only one-third of arriving cars. The remainder are accumulated and the idle times increased. But the misfortune is that the gas line builders do not have enough cranes and other machinery."

The situation is aggravated by the fact that few special machine-pipe carriers are allocated for hauling pipes. Unloading at the Petrovsk and Vysotnaya stations has been organized for only one shift and work stops altogether on Saturday and Sunday. A time will soon come when there will be no place to receive gondola cars and the station will be literally flooded with them.

A telegram was sent at the request of workers of the Rtishchevo Division from the administration of the Privolzhskaya Railroad to the Khartsyzsk Division of the Donetsk Railroad to the effect that shipment of pipes was stopped there for 5 days. The Rtishchevo workers assured us that the operations of the consignees are being reorganized: gondola car unloading is being entrusted to some subdivisions of the builders and hauling and delivery of the pipes are being entrusted to others. The gondola cars are still standing idle.

There is generally something for the managers of the Privolzhskaya Railroad to think about. During the past few years the rates of total shipments on the railroad decreased by 9 percent. And the railroad workers themselves

slowed it down by more than one-half. We say directly that these figures are in poor agreement with those tasks which have been opposed to the transport workers in the decree of the CPSU Central Committee and the USSR Council of Ministers "On providing the national economy with fuel, electric and thermal energy during the fall-winter season of 1979-1980." After all, the gondola cars released on the Privolzhskaya Railroad can be sent to the Kuzbass and Ekibastuz for coal.

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## TRANSPORTATION

### TANK CAR SHORTAGE REPORTED

Moscow GUDOK in Russian 14 Jul 79 p 2

[Article by V. Klyucharev, Chief of the Bulk Freight Shipment Division of the Main Traffic Administration of the Ministry of Railways]

[Text] Significant attention is devoted in the decree of the CPSU Central Committee and the USSR Council of Ministers 'On providing the national economy and the populace with fuel, electric and thermal energy during the fall-winter season of 1979/1980' to shipments of petroleum products. It has been suggested that the Ministry of Railways carry out priority delivery of tank cars for filling and the People's Control Committee of the USSR has been entrusted with intensifying control over adherence to the norms of idle times of this scarce rolling stock for freight operations. How are tank cars now being utilized and how has dispatch of them been increased to accelerate traffic and handling? The reader will find answers to these questions in the article published below.

Freight of more than 150 nomenclatures: oils, alcohols, syrups, acids, xylene, benzene, paraxylene and a number of other chemical products are now transported in tank cars. But perhaps the most important and massive freight delivered in this rolling stock is petroleum products. I would like to share my thoughts about how these shipments have been organized and about methods of increasing their efficiency.

I will begin with filling. Unfortunately, many losses are now permitted on this operation. Especially at enterprises of the Ministry of the Petrochemical and Petroleum Refining Industry. Take, for example, the Ukhta Petroleum Refining Plant (NPZ). There is only one two-way platform here for loading mazut and kerosene. It is also used to drain the oil received by the plant. Moreover, the front for loading homogeneous freight does not exceed 17 tank cars. This is what happens: to form up a unit train of boiler mazut, 8-9 hours must be expended. And the loading front should be expanded to 50 tank cars as this time should be reduced by a little more than one-third.

And take the group of Groznyy NPZ. Their transport management is in such a state as though these enterprises were only beginning to be constructed. The fourth mazut platform, which was reconstructed last year, is the only exception. The gasoline loading front is clearly inadequate--12-20 tank cars. The capacity of the mazut and diesel fuel loading areas also leaves much to be desired. The petroleum refiners together with the railroad workers annually compile plans of measures to expand them, but these plans subsequently come to nothing. And, of course, the tank cars here are being systematically overdelayed.

There is the same situation at the spur tracks of the Gur'yev, Saratov and Volgograd petroleum refining enterprises, the group of Bashkir and Kirishi the group of the Fergana, Khabarovsk and Orsk and a number of other petroleum refining enterprises.

For example, it was planned to equip the semaphores of yard No. 3 with electric centralized control, to lay a fourth set of tracks, to centralize the semaphores and to install the contact system in yard "A" in 1977 at the Kirishi NPZ. Construction of an exit in the direction of Budogoshch' Station was not completed and the tie-line of the second platform for "warm" petroleum products was not reconstructed. The receiving-dispatch tracks of the Kirishi Plant Station and also four tracks of the station adjacent to Kirishi has not yet been electrified.

The transport management and managers of the Novo-Ufa NPZ maintained the position of a stepson. They have been "lengthening" the loading platforms and "constructing" pipelines for 9 years now, which should join the group of Ufa plants. The history with introduction of progressive hoseless loading has been going on for almost 4 years.

Perhaps the transport management was lucky at the bases and loading terminals of Glavneftesnab [Main Administration for the Transportation and Supply of Petroleum and Petroleum Products] of the RSFSR? Alas! In any case a unit train of petroleum products can now be formed up only at the Petropavlovsk Terminal. And at the remaining terminals the following dilemma must be resolved every day: either 30-40 tank cars will wait 3-4 hours for filling or, not losing time, they will be dispatched in section trains. In the latter case their travel speed is almost one-third less.

Moreover, life has long dictated that the platforms at such stations as Sineglazovo, Bryansk, Lobnya, Nikol'skoye, Rybinsk, Kineshma, Yaroslavl'-Pristan' and others should be increased to unit train length, and that tank car preparation terminals for loading truck-tractor fuel also be constructed. The tank cars will then not have to stand idle and the orders of customers will begin to be better satisfied.

Why are preparation points necessary? You ask the workers of Nikol'skoye Station about this, for example, and they give you a very convincing answer. To fill 250 tank cars with light petroleum products here, approximately 450

tank cars are reassembled on specially allocated tracks. The remaining--unsuitable cars--are dispatched to the Kuybyshev Railroad, where there are preparation terminals. Thus valuable working time is lost and thus scarce rolling stock is squandered.

And now let us talk about organization of unloading. Matters here are also not brilliant. Are many consignees of petroleum products ready to receive the unit trains? Before answering this question, I recall that a unit train is 50-60 four-axle or 20-22 eight-axle tank cars. So that the "Procrustean bed" of the unloading fronts of most NPZ does not accommodate this number of them. And since the unit train cannot be unloaded rapidly, they turn to two- and sometimes three-time delivery. As a result a through train with petroleum products waits 6-8 hours each to be released. Sometimes the waiting time for unloading at the Khabarovsk NPZ is up to 20 unit trains! Their idle times are especially high in winter. If one takes into account that thousands of tank cars with light petroleum products are unloaded daily, one can imagine what their losses are.

With regard to furnace mazut, we note first that its main recipient is Minenergo [Ministry of Power and Electrification of the USSR]. The railroad workers must frequently hear the complaints of power engineers during the fall-winter season. They say they are being poorly provided with mazut. There is nothing to say, the fraction of our guilt for this is undoubted. But let us look at the freight fronts of some electric power plants: how do they handle tank cars there?

Take, for example, Dnepropetrovsk and Pridneprovsk GRES. The unloading front on one and the other is 6-8 tank cars and a unit train is unloaded in 2-3 days. Not one of the electric power plants is practically capable of unloading a unit train entirely. And because of this alone, approximately 1,000 tank cars are lost daily in winter.

Unfortunately, things are not limited to losses on unloading and loading. There is yet another "bottleneck"--preparation of empties for loading. Matters here are also far from satisfactory. For beginning I recall the technique of tank car preparation for loading light petroleum products. They evaporate for several hours and then they dry out.

Can this "bath" period be reduced? It can. It has now been decided to return the tank cars to the station for loading light petroleum products sealed after unloading. In other words, they are now operating in the "revolving door mode." And to more conveniently monitor adherence to this mode, test areas for plying of the tank cars have been determined. Some of their number have even been assigned to fuel loading terminals.

But the transport management of civil aviation, for example, was unsatisfied with this organization of matters: the unloading fronts at their bases were too small. As a result delivery and removal of tank cars require only a little time there. And the "revolving door mode" does not help in this case.

I feel that it would be more feasible for the aviators to place their bet on product pipelines 10-30 kilometers long which connect their bases to the NPZ. How many hundreds of scarce tank cars they would release!

In conclusion I would like to say this. Taking into account the dissatisfied customers for uneconomic handling of tank cars, the railroad workers should not forget about their own duty. And it includes giving the green light for scarce rolling stock. And not only on waysides. It is very important to intensify local work at the tank car loading and unloading stations. It is no secret that completed unit trains sometimes wait for hours for dispatch. The proper operativeness is not always manifested in delivery of loaded tank cars to the unloading fronts.

I feel that the related organizations can solve all these problems with close business contacts and that the loading conveyor can be appreciably accelerated. It is toward this approach to the matter that the decree of the CPSU Central Committee and the USSR Council of Ministers on providing the national economy with fuel directs the transport workers.

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